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[670]

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[a34-2]

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[a1472]

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Hongkong, 16th April, 1910. [a542]

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P. O. Box 84. Telephone No. 12.DEATH.
On 11th July, in Naples Harbour, on board
the s.s. *Prins Eitel Friedrich*, JOSEPH
SHEFFIELD VAN BUREN, aged 55 years. [96]HONGKONG OFFICE: 10A, DES VOUTY ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, AUGUST 22ND, 1910.

NOTWITHSTANDING the many efforts which have been made during the past few years to stimulate the young manhood of Hongkong to make the Volunteers an effective force, it has to be admitted that the results are disappointing, and that the hopes of those worthy citizens who devoted so much time and energy and enthusiasm to the inauguration and development of the movement are not destined to be realised. Such a view is not unduly pessimistic. It is merely a frank recognition of the facts, and whether the explanation be that the Volunteer movement cannot expect to develop into a healthy organism in a community conscious of the feeling that it sacrifices enough in the form of the military contribution, or that the sense of responsibility to the Motherland weakens in the Britons who have made Hongkong their more or less temporary home, there can be no doubt, from the point of view of those who are keenly susceptible to the needs of the Empire, that Hongkong presents a state of affairs which is far from satisfactory.

Valuable as any assistance rendered by the Volunteers in their varying forms might prove, it cannot be regarded as all-important for the defence of the Colony. At Home, the Volunteers realised that they had a definite

place in the scheme of national defence, and this aspect has become still more pronounced in the Territorial Army, which has succeeded the movement founded in 1859 with the motto "Defence, not Defence." True, the Hongkong Volunteers form part of the defensive forces of the Colony, but their numbers, or lack of numbers, do not justify them being given a place of importance; and overshadowed as they are by the Garrison their military value is consequently minimised. Their position in the scheme of things at present seems to be that of the fifth wheel of a coach, and it follows that the movement is not likely to attain the importance that it ought until it is clearly demonstrated that Hongkong with all its fortifications and regular soldiers, not to speak of the Navy, actually needs the trained services of all able-bodied Britons dwelling here. Then, and not till then, will volunteering be taken seriously. In Shanghai, where there is no garrison, the able-bodied men of the community are impressed with the importance and the necessity of enlisting in the Volunteers. They are made to realise that it is their duty to do so, and so generally is this duty accepted that the corps has attained an efficiency that is a credit to the Settlement. Admittedly, the conditions in the two places are different, but it should not be impossible to make them such that in Hongkong the need for volunteer assistance could be more strongly established than it is at present.

The degree of the importance assigned to the Volunteers in the scheme of defence for the Colony is, however, not the only consideration involved. It may be thought that it matters comparatively little whether there are five hundred or one hundred Volunteers in Hongkong, but it matters a great deal that there should be hundreds of young men ignoring their duty to the Empire in not having themselves trained to bear arms and to become efficient from a military standpoint. They cannot plead even in Hongkong that there is no military necessity for them to do so. Though their value to the Colony is not so great as it might be by reason of the presence of the Garrison and the Navy, the Empire has need of them. It does not require "The Englishman's Home" to illustrate the danger to country arising from a manhood which loses the sense of individual responsibility for national defence. The danger is apparent to the least observant, and it should not require any great appeal to patriotism and the sense of duty to rouse men to the realisation of their obligations. The word "Volunteer" is perhaps responsible for the erroneous conceptions which have formed in the public mind during the past generation or two. Volunteer suggests the possibility to many of a man being given the opportunity of choosing or refusing to serve his country by making himself militarily efficient, but this impression is entirely wrong. Every man in Britain, as in any other country, is liable to be called upon to defend his country. It is a duty cast upon all who are physically fit, and to elect to perform what is really obligatory is perhaps a pleasant fiction, but the sooner it is exploded the better for the Empire. Hongkong, so far as volunteering is concerned, has blown hot and cold, and it probably will continue to do so until another generation, trained at Home in its duties to the Empire, succeeds the present generation.

The French mail of the 19th July was delivered in London on the 19th inst.

Two Chinese have been arrested in Manila on a charge of smuggling opium to the value of P. 6,000.

Mr. K. E. Greig has been appointed a surveyor of boilers of unlicensed steamships under 60 tons burden.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 8 of 1910, entitled—An Ordinance to amend the Squatters Ordinance, 1890.

Investigations show that the defalcations at the New York office of the Russo-Chinese Bank amount to £120,000 in bonds and stocks partly held as securities and partly belonging to the bank. Of the amount, £16,000 was in railway bonds and £104,000 in stocks.

Confirmation has now reached the Colony of the telegraphic report of the death of Mr. J. S. Van Buren, on July 11th, in the harbour of Naples on board the s.s. *Prins Eitel Friedrich*. Mr. Van Buren was the Agent in Hongkong of the Pacific Mail Steamship Company from 1891 to the end of 1902, and subsequently became the General Agent of the Great Northern Steamship Company with headquarters at Hongkong. In a residence of nearly twenty years in the Colony, it is scarcely necessary to say, Mr. Van Buren made many friends and acquaintances who have sympathised with him in his recent ill-health and regret to learn of his death at the age of 55.

The Hongkong Gymkhana Club's next meeting at the Happy Valley is fixed for Saturday, 17th September. The events on the card are gymkhana stakes, half-a-mile flat race, test-pugging in sections of three, hurdle race, ladies' nomination "Royal Academy stakes," and one-and-a-quarter mile flat race handicap.

His Excellency the Officer Administering the Government has given his assent, in name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council—Ordinance No. 20 of 1910.—An Ordinance to amend the Marriage Ordinance, 1875; Ordinance No. 21 of 1910.—An Ordinance to provide for the narrowing, stopping up, diversion, turning or alteration in levels of highways.

A message from Harbin states that the Chinese Government have decided to extend its colonising policy in Manchuria and Mongolia. In order to introduce greater method into the colonisation operations the Prince Regent has ordered the Ministers of the Interior, Agriculture, and the Colonies to frame a detailed scheme of settlement. The prospective settlers are to be taken chiefly from the districts of the South Provinces which have suffered so severely from floods.

Messrs. Ellis & Ellis of Hongkong, in their Weekly Rubber Share Circular, say:—When Para rose from 8/3 to 9/3 and closed at 9/4 the last rubber sales there was considerable excitement manifested in London and shares rose strongly in sympathy, the demand putting up prices of the sterling shares in the local market also as last reported. Since then the excitement has subsided, and prices on the whole are lower.

Para continued to advance, and was wired at 9/7 from London on Wednesday, at which figure it closed to-day. Business in sterling-quoted shares during the week under review has been of small compass only and the market closes weak. After the mild panic in Singapore last week, when first-class scrips were being offered at absurdly low figures, the inevitable reaction has since taken place, and apparently our Southern neighbours have gained heart again with the advance in price of Plantation Rubber. The more notable advances in Singapore stocks during the week have been:

Pagohs from \$22 to \$28
Balgowries " 13 " 15
Singapore & Johore " 13 " 14
Indragiri " 15 " 17
Changkat Serdangs " 10 1/2 " 11

Latest advices from Singapore to-day report a rather quieter market with an inclination to sell.

ACCIDENT TO COLONEL BAYARD.
We regret to record that Colonel Bayard, the commanding officer of the Buffs, met with a serious riding accident at Causeway Bay on Saturday afternoon. While playing polo his Chinese pony tripped, fell and rolled on him. The Colonel, when picked up, was seen to be very hurt. The assistance of the police at the Bay View Station was summoned, and Police-Sergeant Pitt and the Hon. P. G. Scarlett conveyed the injured gentleman in a ricksha to No. 2 station at Wanchai where an ambulance was obtained, and Colonel Bayard was removed to the Royal Naval Hospital.

On inquiry at that institution last night we were authorised to state that Colonel Bayard was "progressing favourably."

RUBBER LABOUR.

THE SLAVERY ALLEGATIONS AT HONGKONG.
The Straits Times of the 13th inst. says:—It will be remembered that some days ago we quoted from a Hongkong paper an article published under flaming headlines about "slavery" in connection with Chinese coolies employed on rubber estates in Malaya. From the text of the article it looked as if the source of information upon which the Hongkong journal had acted was Mr. Walter Jackson, who has its headquarters at Ipoh. Immediately on the article being quoted here, a communication was sent from the Bureau to Mr. Jackson informing him of the bad impression created locally and asking him if he was responsible, to say so, and if not to let that fact be known. A wire has now been received from Mr. Jackson in which he says:—

"We have no connection with newspaper articles. Please do what is necessary."
[The reproduction will interest a good many people in Hongkong, who had taken actions regarding the source of the information.—En, H.D.P.]

MR. GERSHOM STEWART, M.P., AND THE KOREAN QUESTION.
The following is from the Times Parliamentary report of July 29th.

Mr. Stewart (Cheshire, Writol, Opp.) asked the Secretary of State for Foreign Affairs whether his attention had been called to the creation of a Colonial Board in Japan to superintend affairs in Korea, Formosa, and the Japanese part of Saghalien; whether his Majesty's Government inferred from this, or had reason to believe from other information, that the formal annexation of Korea by Japan was contemplated; and whether, in such event, his Majesty's Government would take steps to safeguard the commercial rights of British merchants in Korea secured by existing treaties between Great Britain and that country.

Sir E. Grey (Northumberland, Berwick)—The answer to the first question is in the affirmative. In the event of the annexation of Korea by Japan being decided upon, his Majesty's Government would carefully consider the best means of safeguarding their commercial interests in the country.

LATEST STEAMER MOVEMENTS.
The C. & M. str. *Rubi* left Manila on the 20th inst., and is due here to-day at 3 p.m.

The O.S.K. str. *Tacoma* from Tacoma, left Moji for this port via Manila on the 19th inst., and is expected to arrive here on or about the 30th inst.

The I.O.M. str. *Prins Ludvig* left Shanghai via Foochow on the 20th inst., at 7 a.m., and may be expected here on or about the 24th inst., at 7 p.m.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]

CANADA AND ASIATIC
IMMIGRATION.

LONDON, August 20th.
"The Times" Toronto correspondent reports that Sir Wilfrid Laurier has informed the Labour Unions of Vancouver that the Government would consider the question of increasing the head tax on Chinese immigrants, but it was unable to entertain for one moment any proposal to subject Japanese immigrants to the indignity of a head tax, even if it involved the downfall of the Ministry.

MR. ROOSEVELT.

LONDON, August 20th.
The American papers allege that the rejection of Mr. Roosevelt for the Chairmanship of the Republican State Convention was arranged by himself. He is seeking an excuse, the papers say, to separate from President Taft and the Conservatives, prior to assuming the leadership of the insurgent Republicans.

LONDON, August 21st.
A feature of the Republican split in the United States is that Mr. Roosevelt will run as President in 1912 if he does not then, like the official Republican policy.

ANOTHER BATILESHIP
LAUNCHED.

LONDON, August 21st.
Lady Winchester launched the battleship "Orion," which is the most powerful in the world.

The battleship will have ten 13.5 guns, a displacement of 22,500 tons, a speed of 21 knots, and she will also carry the new 21-inch torpedoes, which have a range of four miles.

The cost of the ship will be over two million pounds sterling.

THE "IKOMA'S" OFFICERS
IN PARIS.

LONDON, August 20th.
The officers of the Japanese cruiser "Ikoma" are visiting Paris. The Minister of Marine attended a luncheon given in their honour at the Embassy.

CRETANS AND THE GREEK
ASSEMBLY.

LONDON, August 20th.
A message from Athens says that in view of the representations from the Powers, three Cretan leaders will withdraw their candidature for the Greek Assembly.

PERSIA AND RUSSIA.

LONDON, August 20th.
Reuter's correspondent at Teheran says it is understood that pourparlers are in progress for the withdrawal of the Russian forces.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 21st at 11.35 a.m.—The depression lying over the Yangtze valley yesterday has moved towards N.E. and reached the neighbourhood of Weihaiwei, where the barometer has fallen rapidly.

A second depression lies off the S.E. coast of Japan.
Pressure is still high, but giving way over N.E. Japan.
Fresh S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood . . . S.W. winds, moderate to fresh; fair to showery.
Formosa Channel . . . S. & S.W. winds, fresh.
South coast of China between Hongkong and Lamookin . . . Same as No. 1.
South coast of China between Hongkong and Hainan . . . Same as No. 1.

[FROM THE "CHUNG HOI SAN PO."]

THE PROPOSED NAVAL
DEVELOPMENTS.

THE DIFFICULTIES OF THE EXCHEQUER.

PEKING, August 21st.
The President of the Board of Finance is about to resign, owing to the difficulty of obtaining the necessary funds for the re-organisation and development of the Navy, and he recommends H.E. Cheu I Shun, the Viceroy of Szechuan, as his successor.

Prince Ching recommends Sheng Kung Po (the newly-appointed Vice-President of the Board of Communications).

The Prince Regent has the matter under consideration.

SERIOUS DEVELOPMENTS IN
EASTERN TURKESTAN.

PEKING, August 21st.
A mutiny has occurred among the Chinese soldiers in Eastern Turkestan, and "bad characters" have seized the opportunity to organise a serious rebellion.

IMPENDING VICEREGAL
CHANGES.

PEKING, August 21st.
Many changes are impending among the Viceroys and Governors.

OPPOSITION TO REFORMS.

PEKING, August 21st.
Prince Ching opposes the reform policy, including the cutting off of the queue which has been recommended by Prince Tsai Tao (who has just completed a military mission abroad).

BRITISH NORTH BORNEO RUBBER
TRUST.

The statutory meeting was held last month at Winchester House, London. Colonel Ivor Phillips, M.P., who presided, said that at the public issue 780,668 shares were applied for and were allotted to 2,142 applicants—the options, of course, in addition. He thought he might say with confidence that the board had done good work already on the shareholders' behalf. There were proposals now before them which they hoped would lead to still further useful business. They had not yet decided to make a call, but would do so as soon as they found useful opportunities for using the money.

CHINESE RAILWAY CONTRACTS.

In the House of Commons on the 26th ult.—Mr. Barnes (Glasgow, Blackfriars, Lab.) asked the Secretary of State for Foreign Affairs whether the British interests in the Imperial Chinese Government railway contracts had yet been settled; and, if so, would he take an early opportunity of making a statement on the matter.

Mr. McKinnon Wood—I am unaware of what contracts the hon. member refers to, but if he is alluding to the Hankow-Szechuan and Hankow-Canton Railway Loan, an arrangement was made in Paris in May last between the four financial groups concerned, representing British, American, French, and German interests in regard to this matter, on the basis of an equal division of the line among the four groups. The question has been submitted to the Chinese Government, and is now under their consideration.

NIGHT IN A CHINESE VILLAGE.

In the course of an article in the *Admiralty Magazine* on "Shooting Trips in North China" Lieutenant Seigne gives a realistic description of the village inn to be met with in that country. They are, he declares, "both dirty and noisy, and the traveller would often do well to seek out a temple, where the priests will as a rule be glad to take him in for a consideration. Here, at any rate, he will find less noisy and decidedly cleaner quarters."

"A Chinese apartment does not, more especially in the cold weather, strike one as the essence of comfort. The badly-fitting doors and shutters, and the paper, generally in shreds, in lieu of glass on the windows, are by no means effective in keeping out either wind or rain."

"At one end of the room is the 'Kang,' or stove-bed build of bricks with fireplaces running underneath, on top of which the bedding is spread. In the winter the fires are lighted, as a rule, with dried grass, and as many Chinese as possible huddle together on top, very often getting nearly suffocated by the smoke. This is practically their only means of keeping warm."

"Owing to the various noises of the night, sleep is often a matter of extreme difficulty to the weary traveller. The village dogs show their resentment at the appearance of the 'Foreign Devil' in their midst by incessant howling, and another disturbing element is the watchman who patrols the streets, banging a brass gong; in order, I was told, to frighten away thieves."

"On one occasion my fellow traveller, an officer fresh from India, incensed by several sleepless nights, with the aid of our Chinese servant wrote out and posted a proclamation in the village square to the effect that the watchman was not to perform that night, as it disturbed the repose of the great 'Foreign Lord,' and, further, that all dogs found barking after a certain hour would be summarily shot. This was proclaiming martial law with a vengeance; if he had, however, the desired result for that night comparative peace and quiet reigned in our part of the village, and we secured a much-needed sleep."

LOCAL SPORT.

Y.R.C. AQUATIC FETE.

The second evening aquatic fete held at the Y.R.C. on Saturday was an improvement on the first, not as regards the programme of events, but in so far as the attendance was concerned. The number of occupied seats round the bath bore testimony to the popularity of these evening entertainments, and so long as the committee of the Club run them with the same ability as they have the first two fets, there is little fear of a decline in the sport. The increased attendance on Saturday night made it apparent that the inaugural meeting was greatly appreciated, and augurs well for coming events. It was a bright moonlight night, and the bath, under the glare of large arc lamps, left nothing to be desired from a spectacular point of view. Besides, the committee worked well, and there was no delay or mistake in connection with the programme. Results of events were as follows:—

TWO LENGTHS HANDICAP.—First heat, J. C. Barretto, "go," 1; C. H. Lyson and J. A. B. Alves, owed 4 seconds, dead heat for second. Second heat, L. G. Cordeiro, owed 6 seconds, 1; E. A. Carvalho, owed 3 seconds, 2. In the final Barretto beat Alves by about half a length. Time—37 seconds.

EIGHT LENGTHS.—An eight lengths exhibition was introduced to test the speed and endurance of a few of the foremost swimmers of the Colony. The starters were C. J. Cooke and Cecil Humphreys, and it is understood that the latter entered the bath to pace the former. Humphreys stopped in the sixth length, and although Cooke continued alone he covered the distance in very good time—good enough, in fact, to show up well in an interport struggle.

FIND-YOUR-PARTNER.—W. J. Carroll and C. H. Summers, 1.

In this event all the competitors were blindfolded, and it will be readily understood that a game of blindman's bluff is not so amusing as it would be in the water. In the search for partners rivals hugged one another ad lib., and there was much swimming before the winners came together and removed the bandages from their eyes.

EGG AND SPOON RACE.—E. C. Withall, 1; S. A. Lopes, 2.

Even when running this is a difficult race, but in the water when a man has to keep up a strong stroke as well as balance the difficulties are enhanced. Withall, however, had a way which the other did not possess, and he thoroughly deserved his win.

FOUR LENGTHS HANDICAP.—H. J. White, 1; P. M. Cruz, 2. Time—1 min. 18 1/2 sec.

From the start the entrants in this made the pace, and in the final length it was apparent that the race was between White, Cruz and Rosa. It was a big struggle, and White just managed to win by a touch, while there was little to spare between Cruz and Rosa.

SWIMMING IN PAIRS (OVERLENGTHS).—R. A. Carvalho and A. H. Carroll, 1; A. R. Ellis and M. A. R. Souza, 2.

DIVING FOR OBJECTS.—F. B. Silva, 3 points, 1; E. L. Braga, 6 points, 2.

TEAM RACE.—Withall's team, 1; Petersen's team, 2.

The winning team was composed of R. C. Withall, L. E. Lammert, W. J. Carroll, A. V. Barros, J. A. S. Alves and E. A. Carvalho. Petersen's men had the advantage most of the way, but Withall's men proved speedier in the final sprint and won a good race.

WATER POLO.—The evening's entertainment ended with a water polo match between teams representing the white and the blue. The teams were:

WHITES.—L. E. Lammert, F. K. Teta, A. S. Ellis, C. A. C. Rodrigues, L. E. Chunyat, J. M. C. Lopes and M. A. R. Souza.

BLUES.—A. V. Barros, A. H. Carroll, F. L. Rosa, H. W. Petersen, R. A. Carvalho, H. J. White and A. R. Ellis.

The teams were very evenly matched, and as a consequence a fast and exciting game resulted. Until the final stages there was every indication of a pointless draw, but on one occasion A. S. Ellis took a long pass from Lammert, and before the keeper of the blues realised it, swung the leather into the net.

FINAL:—Whites, 1; Blues, nil.

BOARD OF TRADE AND CHINESE
SEAMEN.

At a meeting of the Cardiff Shipowners' Association recently a letter was read from the Marine Department of the Board of Trade recommending that Chinese seamen should not be employed on vessels trading to American ports.

The attention of the association was called to the circumstances in which four Chinese jumped overboard from the steamer *Highland Monarch* when the vessel was leaving Philadelphia, and were drowned. The provisions of the Chinese Exclusion Act of 1882 prevented masters landing Chinese seamen at American ports, and this often occasioned serious discontent among yellow crews, who insisted on going ashore. In these circumstances the Board made the recommendation.

RUSSIA AND MANCHURIA.

THE PROPOSED DUTY ON FOREIGN GOODS.

The following semi-official statement was issued in St. Petersburg, on July 23rd:—

"In connection with the conference held at the Ministry of Commerce on the 21st inst. to consider the introduction of a transit duty on all foreign products going to Manchuria and Siberia, it is now pointed out that on June 18th, 1909, a discussion took place under the presidency of the Minister of Finance on the question of the transit of foreign goods to and from Manchuria via Vladivostok. It was decided at the time to collect the necessary statistical material concerning this traffic, and on the basis of this material alone to determine whether the imposition of a duty on such foreign products was expedient and on what goods such duty should be levied. The Customs Department has now gathered the statistical material and has laid it before the Ministry of Commerce."

RANDOM REFLECTIONS.

Considering that we are in the dog days, the past week has been fairly eventful. The Sanitary Board, with little business of thrilling importance, managed to secure a considerable amount of recognition in the Press. Next day the Supreme Court roused us to the terrible realization that our government here is absolutely antediluvian, and the Volunteer Reserve Association considered its burial in the hope of a resurrection, while on the following day the Legislative Council had the mild excitement of adding to the total of Ordinances passed this year. The only other event of importance was in the realm of sport, the choice of a team to represent Hongkong in the interport swimming contest producing some little interest.

I note that the Government has had to administer another rebuff to the Sanitary Board. The members of the latter have become so accustomed to these little knocks that they take them "lying down," and utter nothing more forceful by way of protest than "regrets."

The somewhat dreary minutes which are frequently submitted to the Sanitary Board would be lightened if members were to follow the example of Lieut-Colonel Sir Joseph Fayer and introduce a few sketches. Sir Joseph had on Tuesday some good drawings of a mosquito at work, and the members were unanimous in paying their tribute to the skill of the artist. Complaints as to nuisances might in future be represented by a man holding his nose as he passes a certain locality, and the various applications might be pictorially presented. The Head of the Department might have met with success in the proposition he submitted if he could have illustrated two bullocks trotting with a water cart along the principal thoroughfare.

Optical illusions are not usually associated with the subject of water, and I hardly know what to think when the Head of the Sanitary Department declares that the water cart alleged to have been watering the street during the heavy rain of a week ago was not doing anything so silly. The Pressmen might suffer from delusions, but surely not Mr. Hooper?

The suggested transfer of the China and Manila steamships from the British to the American flag has a special significance apart from the financial considerations involved. It is an admission of the advantages of Protection over Free Trade, and its lesson is not likely to be lost on politicians in Hongkong. That the "protected" Philippines offer possibilities to a British shipping company which are not to be obtained in "unprotected" Hongkong is a state of affairs which should give us seriously to think.

There is one aspect of this suggested transfer which I can't quite understand. I have always regarded our good friend Mr. Robert Shewan as the *doyen* of Free Traders in Hongkong. Those who have heard him expose the fallacies of Protection would, I am sure, be interested to hear him again on the subject, taking the proposed transfer of the *Rubi* and *Zafra* to the American flag as his text. Reminds me of the person who used to say, "Don't do as I do: do as I tell you."

Still, there is no great harm in changing one's mind. It is an indication of progress. It shows that enlightenment has come. Gladstone changed his political opinions. So did Chamberlain. Why shouldn't the "only Radical in the East?" Perhaps he felt lonely, and yearned for companionship of thought.

The following problem has reached me this week: "If X is an unknown quantity, what is Xolnagore?" Really the weather has been too hot for me to wrestle with problems of this kind. I passed it on to an intelligent Chinese compositor, who answered it in this way: "Spoke you change X bottom-side up, who man can save that?" By which I suppose, he means, that change the X how you will, it remains an unknown quantity still. In the present sultry weather I must let this go as the answer.

The Hon. Mr. Murray Stewart had rather an uncomfortable minute or two at the Legislative Council on Thursday, when it was suggested that Justices of Peace should make visits of inspection to the leper hospital should it ever come into being. He had thoughts of grave risks, and even the assurance of the Attorney-General, who spoke from experience at Cyprus that such visits were quite harmless, did not seem to banish the doubts from his mind. Happily the necessity for the segregation of lepers in Hongkong has not yet arisen.

The privileges enjoyed by barristers are enough to make ordinary mortals envious. Fancy alluding to the Governor as possessing the "arbitrary powers of an irresponsible dictator," and being allowed to be at large. It sounds as if it were part of an Irish speech "agin the Government."

What next, I wonder. We have got accustomed in some degree to ladies smoking cigarettes, but cigars—! Some ladies can place a cigarette between their lips and yet not lose that daintiness which the other sex like to associate with them, but a fat cigar in their mouths is a different picture altogether. The cigarette might be tolerated, but not the cigar, and I can quite understand the action of the American Women's Christian Temperance Union, which has condemned Mrs. Alice Roosevelt Longworth for smoking cigars. Mutual love and respect are essentials for matrimony, but if the example of "Princess" Alice be followed, there will have to be added to this a mutual cigar box.

RODRIK RANDBO

SUPREME COURT.

Saturday, August 20th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

"HABEAS CORPUS" APPLICATIONS.
Mr. M. W. Slade, K.C., applied for writs of *habeas corpus* in regard to two men at present lodged in Victoria Gaol under orders for banishment.
The first was that of Li Yuh Nam, who was, said Mr. Slade, a clerk in the Land Office. A banishment order was made against him on August 10th, by which he was given seven days in which to leave the Colony, but he was not arrested under it until the morning of the 18th, that was after the seven days had expired. He was working at the Land Office, carrying out his duties in the regular way until arrested. No copy of the order was given to him; he was simply shown the order which contained an allegation of chicanery. He had not the least idea of what it meant or what it referred to, and it was only after he had consulted his solicitors and they made enquiries that they learned that the charge was one of having been improperly concerned in assisting the owner of a junk in an action against the steamer *Holstein*. He had never been asked a question with regard to the matter, by any individual and had never had an opportunity of explaining himself before the Governor-in-Council or anybody else. The whole thing came as a bolt from the blue. The warrant stated that the Governor-in-Council was satisfied that the man was not a British subject. As a matter of fact he was a British subject; at least he was born in Hongkong. He was going to be rushed out of the Colony without a single opportunity of defending himself.

The second case was that of Kwong Tin King, who, Mr. Slade said, was another of those persons who had never seen the warrant. This man had filed a statement which was to the effect that he was a partner in the Yue Wo Firm of Shaikwan, hay and straw dealers. He had been in Hongkong since he was 17 and was now 44 years of age. On the 18th inst. a Chinese detective came to him and asked him to go with him to the Central Police Station. He went and there saw Inspector Hanson, who showed him a banishment order. He did not read it nor was it read to him. He then was taken to the charge-room, where he was told that the Registrar-General had sent up a paper desiring him to be banished, and that he would be detained until the following day when he would be taken before the Registrar-General. That night he was kept in the cells. On the next day he was taken to see the Registrar-General, and was told, "You are fond of interfering with other people's lawsuits and are covetous of other people's money, what have you to say?" He replied that he had nothing to say. He had never had an opportunity of refuting the charges before the Governor-in-Council or any law Court of the Colony.

His Lordship announced that he would give his decision when the other case recently before the Court came up again.

IN BANKRUPTCY JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

Re Chan Sui Hon. This was an application for discharge.
Mr. E. Davidson, who made the application, said debtor was adjudicated bankrupt in September, 1907. The report of the Official Receiver stated that there were two creditors only—one in a sum of \$29,000 and another in respect of a loan of \$1,000. The total debts collected amounted to \$1,500 and a dividend at the rate of \$4.30 had been paid. The report further stated that debtor's conduct since the bankruptcy was open to grave suspicion. It was affirmed by various persons that debtor possessed various properties outside the Colony, and he was put under arrest, but it was not possible to obtain definite proof regarding these alleged properties and he was accordingly released. The Official Receiver was not in a position to allege that debtor had committed any offences under the Bankruptcy Ordinance, but it was possible that a full disclosure had not been made. A dividend of 50 per cent. had not been made, and would not be.

His Lordship said debtor could have his discharge, which would be suspended for six months.
Mr. Davidson suggested that the period of suspension should be nominal. On debtor's application for release from prison he had evidence ready to rebut the evidence offered against him, showing that what property he had possessed was mortgaged to more than its value. He was in fact discharged from prison without being called upon to bring any evidence at all. In these circumstances the report of the Official Receiver did not show that debtor's conduct was in any way unsatisfactory. It only amounted to an allegation that there had been some ground for suspecting debtor, which was not sufficient ground for suspending his discharge for a merely nominal period.

His Lordship said he would refer to his notes on the matter and see what he could do.
The Official Receiver (Mr. G. H. Wakeman) said the notes would show that it was a very unsatisfactory bankruptcy.

Mr. Davidson replied that these notes would include the evidence that bankrupt had no opportunity of rebutting.

CREDITORS' PETITION OFFERED.

An application for a receiving order was made in the case of the Hong Hing Firm, silver and gold wire dealers, etc. Mr. M. W. Slade, K.C. (instructed by Mr. F. X. D'Almeida), appeared on behalf of the petitioning creditors, the

Wing Yu Shing Firm, of 45, Des Voeux Road West. Mr. Eldon Potter (instructed by Mr. E. Davidson) was for the debtor firm.
Mr. Slade said he did not know for whom his learned friend appeared.

Mr. Potter—I appear for the debtor firm.
Mr. Slade—The partners are supposed to appear individually.

His Lordship—I have pointed that out several times. There is no such thing as the bankruptcy of a firm.

Mr. Potter—I am instructed by the managing partner. May I be taken as representing him?

His Lordship—No, that won't help you. You ought to appear for all members of the firm.

Mr. Potter—I am instructed by the managing partner to appear for all the members of the firm.

His Lordship—Very well, then.

Mr. Slade, in making the application, said the petitioners alleged that the debtors were indebted to them in a sum of \$500, due under a promissory note. The act of bankruptcy alleged was notice to the petitioners that they had suspended payment of debts.

Evidence was given by a witness who stated that he was offered the debtor firm on paying 80 per cent. of the cost, the offer being made by the assistant manager. Replying to Mr. Potter witness said he enquired whether the full stock was on the premises, and he was told that it was not, some having been let out on security.

Do you think the assistant manager was in a position to offer you the shop?—He was assistant manager.

Are you in the habit of buying up shops from assistant managers in Hongkong?—No.

You would not pay any attention to this offer unless he told you the partners had suggested it?—That is so; I would not take his sole word.

He is only assistant manager?—He is assistant manager and partner.

What is his share?—\$3,000.

How do you know that?—He always informed me of it.

You are not aware that the highest share held by any partner is that of the managing partner, \$2,000?

Mr. Slade—And he has not paid it!

Witness—He informed me his share was \$3,000.

Mr. Potter—Is it a usual thing for an assistant manager to have a share of \$3,000 in a firm such as this?—Well, I can't say very well whether it is strange or not.

The managing partner of the debtor firm denied ever having authorized the sending out of the notice suspending payment of debts.

In cross-examination Mr. Slade handed witness the partnership book which was seized by the bailiff and asked him, who tore the leaves out. Witness said he did not know.

Did you not tear them out yourself?—No.

Were not you seen to take it by some of the folks and did not six of them take it away from you and put it in the safe?—No, I did not tear it.

And then did not the folks write out and sign a document for the purpose of preventing you getting at the book again?—I know nothing of it.

Mr. Slade said there seemed to be a sort of mutiny in the firm.

The application was adjourned.

THE JAPANESE FOREIGN OFFICE AND THE EXHIBITION.

FAILURE ANTICIPATED.

The answer of the Japanese Foreign Office to the public criticism levelled against the Anglo-Japanese Exhibition in London, which is alleged by Japanese journals to have proved a fiasco, is interesting, as set forth in the *Tokyo Nichi-Nichi*. The Foreign Office maintains that the object of the Exhibition is the promotion of friendship between the two allied countries, and that the success of the Exhibition itself is of secondary importance. From the first the Government not only attached little importance to the immediate result of the Exhibition, but even anticipated some criticism and censure. It is unquestionable, however, that the Exhibition has played no small part in the promotion of cordial friendship between two countries. The fact that His Majesty King Edward VII. directed his attention to the Exhibition during the last moments of his life, that the new King has also expressed his satisfaction at the opening of the Exhibition, and that Prince Arthur of Connaught has acted as Honorary President of the Exhibition and has repeated his hearty support of the undertaking by repeated visits, must have created a feeling of mutual goodwill between the people of the two countries. Regarded in this light, the Anglo-Japanese Exhibition has realized the anticipations of the Government to the full.

This, adds the *Japan Chronicle*, scarcely meets the criticism offered by the Japanese journals, and looks rather like an endeavour to make the best of a somewhat bad case.

THE SHIPPING RING.

STRONG PROTEST AGAINST SINGAPORE'S ACTION.

A London telegram to the Straits Settlements, dated 15th inst., says:—

A deputation of influential shipping firms, including Sir James Lyle Mackay, Sir William Adamson, also Messrs. Holt, Thomson and others, waited upon Lord Crove on the 15th inst. to protest against the Bill submitted to the Legislative Council at Singapore for the purpose of controlling freight rates.

Sir James Mackay, in a long speech, urged that the bill was contrary to the law of Britain and opposed to the judgment of the Royal Commission. The Conference benefited the trade of Singapore, and it had never attempted to impose inequitable rates. The proposed measure would be intolerable, and an unprecedented interference with the trade of the port. The actual trade arising from Singapore was comparatively insignificant. The transshipment trade was such that under the abnormal system of Government interference it would find outlets elsewhere, namely, in the neighbouring Dutch ports. It was easy to drive the trade away and extremely difficult to get it back.

Lord Crove made a sympathetic reply, and promised to communicate with the Governor of the Straits Settlements.

COMPANY MEETING.

HONGKONG & SHANGHAI BANKING CORPORATION.

HALF-YEARLY MEETING.

The ordinary half-yearly meeting of the shareholders in the Hongkong and Shanghai Banking Corporation was held at the City Hall on Saturday, 20th inst., at noon. Mr. G. Balloch (chairman), presided, and the others present were: Hon. Mr. H. Kewick, Messrs. E. Shewan, F. H. Armstrong, J. W. Bandow, A. Forbes, S. A. Levy, F. Lieb, G. H. Medhurst, (directors), N. J. Stabb (acting chief manager), Sir H. N. Mody, Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, Messrs. T. F. Hough, J. W. C. Bonnar, F. Maitland, A. H. Ough, R. R. Hynd, J. Barton, W. Logan, T. Pearce, Ho Fook, Lo Cheung Shih, Wong Leming Hing, J. M. Macpherson, A. V. Apoor, Ellis Kadourie, F. Smyth, H. W. Looker, D. Ginder, N. M. H. Nemesse, Dr. J. H. Saunders, J. F. Cox-Edwards, Chan Tong, E. C. Jones, W. H. Parwell, G. Priestland, A. E. Griffin, J. W. Taylor, A. J. P. Pamflett, T. W. Hornby and R. C. Edwards.

The Acting Chief Manager read the notice convening the meeting.

The CHAIRMAN, having read the report, said:—Gentlemen,—It is very gratifying to your directors to be able to add to the long unbroken series another excellent report of the working of the Bank for the past year. I feel sure that the one which I have just read will be regarded by you all as satisfactory in every way, and that the distribution of profits recommended by the board will commend itself to you. Subject to your approval, it is proposed to pay the usual dividend of £2 per share, to write \$1½ lacs off Bank Profits Account and to add \$500,000 to the Silver Reserves Fund, leaving a balance of \$2,029,390.85 to be carried forward to the new half-year—about the same amount as that brought in from the last account. Following the lines laid down by my predecessor in the chair at the meeting held last August, it is my intention to leave all reference to trade and general business over until the end of the year, and to confine my remarks to a few comparisons of the figures in the balance sheet now before you with those of the two previous half-years.

You will notice that our note circulation, as usual, is lower than in December, but shows very little change from the figures of a year ago, while coin lodged with the Government as security is reduced from thirteen to twelve million dollars. Silver Current Accounts at \$120,000,000 are considerably higher than in both the previous half-years. Fixed Deposits in silver stand at about the same six months ago and show an increase of some \$9 lacs over the figures of last June. Gold deposits and gold Current Accounts taken together are £400,000 lower than in December, but are not far short of what they stood at a year ago. Bills Payable are \$21½ millions, against a similar amount in December and \$14 millions in June, 1909. On the other side of the account, cash is a little lower than the previous six months and \$65 lacs less than in the corresponding period last year, but Ballion in hand and in transit is \$1,945,000, against \$4,318,000 and \$4,487,000 in June and December, 1909, respectively.

There is very little change to record in our investments in India. Government Rupee Paper during the past year, and Consols, Colonial and other Securities remain at about the figure they stood at six months ago. Bills Discounted, Loans and Credits at \$144,630,000 show advances of \$36 millions over the December and of \$31½ millions over the June figures. The amount of Bills of Exchange re-discounted is considerably larger than for some time past, and this is, to some extent, reflected in the lower figures for Bills Receivable, which are \$22 millions below what they stood at in December and \$5 millions less than in June last.

The redemption of the National War Loan, of which we held \$255,000, standing in the books at 90, necessitated some changes in the Sterling Reserve Fund Investments. We purchased £270,000 3 per cent. Exchequer Bonds, due 1915, at 99½ and sold £8,000 Consols to bring our holdings of that stock to a round amount of £1,200,000. As you will see from the Statement of Accounts, Consols have been written down from £2 to £0, other Sterling Securities—all gilt-edged stocks—from £279,940 to £275,400, and the recent purchase of Exchequer Bonds, mentioned above, to 98. This involved an expenditure of £7,170, which was met out of the profits for the half-year. As mentioned in the Report, Sub-Agencies of the Bank have been opened at Ipoh and Johore in the Malay Peninsula. Although at the outset I proposed to confine my remarks to the accounts, there is one matter outside these which, I think, calls for brief comment. I refer to the recent crisis in the native money market in Shanghai, caused by the failures of several native banks at that port. Energetic action was at once taken by the Chinese Authorities, the Native Bankers Guild and the Chinese Chamber of Commerce. The aid of the foreign banks was sought, and negotiations resulted in their making a loan of Tls. 35 lacs, issued under Imperial Edict, to the Taotai of Shanghai for the assistance of the native money market. The relief thus afforded had a very good effect and, although business is still restricted, it is hoped that a gradual return of confidence will soon enable native banks to resume the granting of reasonable trade facilities. The only other matter to which I will refer is the departure on leave of the chief manager, Mr. J. R. M. Smith, and I am sure you will all join with me and my colleagues on the Board in wishing him a very pleasant holiday. (Applause.) During Mr. Smith's absence Mr. N. J. Stabb has been appointed acting chief manager.

(Applause.) Before moving the adoption of the Report and Accounts as presented, I shall be pleased to answer any questions you may put to the Chair.

There being no questions,

The CHAIRMAN moved the adoption of the report and accounts.

Hon. Mr. OSBORNE—Sir, the technicalities of banking, as with every other branch of work, are to the non-expert, difficult of comprehension, and I suppose that few of us are able to fully understand the complete meaning of the stupendous figures you have just quoted. But whatever may be their precise significance, they nevertheless picture to all of us, in outline clear and forcible, the magnitude of the Bank's operations and the ability with which these operations are conducted. What these figures, condensed into half-yearly packets, mean to bank officials is beyond the power of an outsider to realize; but we may be perfectly sure of this that they mean to one and all, in varying measure, anxious responsibility, tactful negotiation, unbounded work. Therefore I feel it is but just and fitting that, in seconding the Report and Accounts, I should ask shareholders present, to accord a vote of thanks to directors, chief manager and staff and to congratulate them on the success which has attended their work during the past half-year. (Applause.)

The motion was carried unanimously.

Mr. J. BARTON moved the confirmation of the appointment as directors of Hon. Mr. Henry Kewick, Messrs. G. H. Medhurst, F. H. Armstrong, S. A. Levy, and Andrew Forbes.

Mr. T. E. PEARCE seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday.

KING GEORGE V.

Under this title Mr. Sydney Brooks contributes to *McClure's Magazine* an article illustrated with a number of photographs, many of which seem to be new. From this interesting survey of his Majesty's life and character, we take the following extracts:—

It has come upon Englishmen with almost a shock to realize how little they know, how blurred and colorless is their impression, of the Sovereign who has been called with such tragic suddenness to reign over them.

Sailor Kings Great Britain has had before. But she has never had, and perhaps never will have, a Sovereign who is the supreme head of the British Empire by a better right than King George—the right of having seen it all at first hand. One would need the pen of a Gibbon to do justice to the magnitude, the variety, and the significance of his Imperial tasks. He has travelled, by land and sea, over a hundred and fifty thousand miles—six times the circumference of the globe; there is hardly a corner of the Empire that he has not visited. Only an overriding sense of duty, I imagine, could ever have induced King George to mount a platform. His early speeches, as I remember them some 16 or 17 years ago, gave little promise of even that very moderate degree of proficiency which is all that English opinion expects of a Royal Prince.

But practice and perseverance conquer all things, and the King-to-day is a really capital orator, fluent, pointed, and self-possessed, and himself the author of the speeches he delivers. They do not disclose any real originality or any great flexibility of mind, but their energetic common sense rarely fails to hit the mark. Good judges place his "Wake up, England!" speech above the efforts of Mr. Chamberlain and Lord Morley, who both spoke on the same occasion; and only a week or so before his accession, a well-known lawyer, in describing to his family the Royal Academy banquet—the annual feast of elegance—mentioned the Prince of Wales' speech as the best but one of the evening.

Scandal has passed him by. He gives no opening to it whatever. His home life is as pure, as unpretentious, as much a matter of intimate, homely joys, as that of any household in the land. The diversions and gaieties in which King Edward indulged with an honest and human sense—diversions and gaieties that did much to break down the narrow barriers of mid-Victorian life and that played their part in making him the social dictator of Europe—passed hardly at all to his son. He will never lead, as his father did, any movement of social enfranchisement; he has not, I should judge, the late King's astounding sense of life, or his avidity to touch it from all sides; he is a man for whom the established proprieties and conventions are part of the unchallengeable order of things, and whose instincts are on the side of contraction and concentration rather than of diffusion and the conquest of the guest.

Almost anything will be forgiven a Prince, in England, if he will only take the precaution to attend church regularly. But there is nothing to forgive King George. These first months of his reign are not a time of amnesty, of burying the past, or of harping on the well-worn thesis that a freedom of conduct permissible in a Prince is unbecoming in a King. There simply is not an ounce of weakness in him; he is not a man who has observed the new Sovereign at close range. And as for church-going, the King, besides recognizing the duty of setting an example of religious devotion, has, I should say, a genuine and natural vein of piety.

He has spent 15 years of his life as a sailor, and has not only breathed but imbibed the air of the younger British democracies across the seas. The atmosphere of the sea and the atmosphere of the Colonies both encourage this quality of outspokenness. King George... is a straightforward, downright style of man, rather naive and immature, bluff and voluble of speech with a boisterously British and literal sense of humor and with an elemental emotionalism that, unlike most Englishmen, he is at no pains to conceal. He is hardly likely even to be oblivious of the fact that he is King, but he is often oblivious—and it is altogether to his credit and to the advantage of his subjects—that he is not a King. That is to say, he would talk away in a hearty voice, heedless of who might hear him, commenting freely on the men and politics of the hour, and pouring out his opinions and observations in a vivid, animated, and even excited stream.

The King is a keen politician, and much given to getting up on his own account the *pros* and *cons* of public questions. His companions have usually been Tories, and this, no doubt, has encouraged believers in what I may call the "George the Third theory" of his general attitude and leanings as a Sovereign. But I am assured by those who know him well that the King's political views are the views of all sensible people—partly Liberal and partly Tory; and that he is the kind of man who if he feels a personal side to one side, is especially eager to do justice to the other side. His Ministers will find in dealing with him, that he will claim the right to be frank himself, and will insist not less strongly on frankness in others.

LORD KITCHENER.

WANTED BY CHINA TO REORGANISE HER FORCES.

The following interesting news by mail was sent from Peking to the London *Daily Express* on July 8th:—

I am enabled to send you information to the effect that the Chinese Government is desirous of placing its army on the most efficient footing and has decided, if possible, to secure Lord Kitchener's services.

When it first became known here that Lord Kitchener was likely to be unemployed for some time the suggestion was made that he should be approached with an offer to go to China at his own convenience and to take over the formation of the entire army system of the Empire. The suggestion was, in fact, made to Lord Kitchener at the time of his visit to China, though, of course, no permanent offer was then made.

The idea was considered by the highest officials to be so grotesque in view of Lord Kitchener's strong position in the British Army, and it was felt that the British Government would not permit him to leave, inasmuch as it was deemed impossible that he would be out of employment for any length of time.

I understand now, however, that the idea has been taken up seriously here, and that it is not considered an impossibility after all. An offer is therefore being sent to Lord Kitchener asking him to consider the question of coming to China at his own terms and in his own time.

An official of the highest standing has told me that any salary emolument that Lord Kitchener might care to name would be considered about the Chinese Government. The determination to build up the army is uppermost in the mind of the ruling powers, and it would be thought a great triumph if Lord Kitchener could see his way to accept the position of Commander-in-Chief of the Chinese army.

NO INFORMATION?

Mr. Asquith grow angry in the House of Commons on the 26th July, the *Express* says, when asked a question about Lord Kitchener.

Mr. Godfrey Locker-Lampson asked whether it would not be well to utilise Lord Kitchener's abilities as soon as possible, in view of a report that he had been invited by a foreign Power to reorganise its military forces.

Mr. Asquith replied hotly that he "most strongly deprecated the bringing forward in this way the names of particular officers."

WHITELAND SATELLITES.

Commenting on the Government's refusal to make use of the services of or find a post for Lord Kitchener, the *World* says:—

"That Lord Kitchener's permanent presence in Whitehall would have affected the fate of Lord Esher, Sir John French, and Sir William Nicholson is a certainty. Lord Esher's influence in the War Office would have come to an end. Sir John French would in all military matters have been reduced to the position of second fiddle. Something dignified in the provinces would have been found for Sir William Nicholson."

"Are we seriously asked, even by such a Government as the present one, to narrow, or shelve, Lord Kitchener in order to retain Lord Esher and his satellites in Whitehall? The proposal is a monstrous one, and we consider that, if the War Office is not large enough for Lord Esher and Lord Kitchener, the sooner Lord Esher returns to those literary pursuits that his admirer Mr. Stead tells us he so much prefers to official duties, the better it will be for the British Army and Empire."

It is stated that Lord Kitchener is in treaty for a small estate in Dorsetshire.

ATLANTIC AIRSHIP.

ATTEMPT IN SEPTEMBER.

Mr. Wellman, lecturing before the American Business Men's League at Atlantic City, said that the attempt to cross the Atlantic in a dirigible, under the auspices of *The Daily Telegraph* and the *New York Times*, would take place about the latter end of September. This announcement has created the greatest interest, not only in Atlantic City, where an important conference of aeronauts has just been held, and which has witnessed many experiments in the latest form of aviation, but throughout the country, more particularly the States of New Jersey and New York, which will have the advantage of observing, and, in a series of exhaustive preliminary dirigible trials.

It was a very crowded meeting which Mr. Wellman addressed, and the careful and conscientious way in which the lecturer answered all questions showed that there was no phase of the excursion which he had failed to study with the object of reducing all risks to a minimum. He said that his project was an echo of his effort to reach the Pole by the air route. The disappearance of Professor Andr , who started as the Pole by balloon, was a lesson he had heard of since, would not deter him from risking his life over the Atlantic.

"Mr. Andr  was a brave gentleman, years ahead of his time," said Mr. Wellman. "He failed to solve some of the simplest problems that now enter into the art of aviation. He did a martyr to science, blazing the path for other men to follow. We intend to follow that path in a new direction. My balloon, the *America*, is on its way from Paris, and I hope to have it here in eight days. We shall be on machine here by over-water flights, and when everything is ready we shall start for Europe."

"I don't know whether we can do it; but we can try. The *America* can carry 17,000 gallons of gasoline. We could make at least thirty-three miles an hour, which is faster than the *Mauretania*, but we could not go so fast, because all our fuel would be exhausted too soon. With favourable winds we should be able to run seventy miles an hour, and if the winds are particularly favourable in helping us along we would be willing to use both our motors at a greater speed. Naturally we don't want to run out of fuel with the shores of England several hundred or thousand miles away."

Concluding, Mr. Wellman said: "I am trying with my associates, and on our own responsibility, to do a dangerous thing in a sane, level-headed way. The great newspapers, *The Daily Telegraph* and the *New York Times*, have combined financially to make the trip possible; but ours is the initiative and ours the responsibility. Perhaps we shall fail; perhaps we shall succeed. Time only will tell. We shall succeed if we can; but we are not afraid to try and fail and be sneered at. I believe with the poet that nothing is too high to be reached or too good to be true."

That the dirigible balloon *America* can cover the journey of 3,000 miles Mr. Wellman believes can be easily demonstrated from Atlantic City; but the great unknown factors, such as how the envelope of the balloon will be affected by the Transatlantic atmosphere, what sort of currents the crew will find on their journey east, their exact direction and strength, and many other important considerations, must be left to the great flight in September. With a wireless apparatus aboard, and following the route of Atlantic liners, Mr. Wellman does not consider his trip as quite so perilous as many people imagine.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE Business of the MEDICAL HALL, German Dispensary, has been TRANSFERRED to No. 3, ICE HOUSE STREET, opposite King Edward Hotel. Hongkong, 22nd August, 1910. [966]

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND Declared for the Half Year ending 30th June, 1910, at the Rate of TWO POUNDS STEELING PER SHARE of \$125, is Payable on and after MONDAY, the 22nd August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants. By Order of the Court of Directors, N. J. STABB, Acting Chief Manager. Hongkong, 22nd August, 1910. [967]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House, on WEDNESDAY, the 31st August, 1910, at 5.15 p.m., for the purpose set forth in the Notice posted in the Hall of the Club. By Order, JAMES CRAIK, Secretary. Hongkong, 22nd August, 1910. [968]

TO LET.

ELEGANTLY Furnished, from middle of October, the SEVEN-ROOMED HOUSE known as "ALADENA," Barker Road, the Peak. Kitchen Garden, Lawn, &c. Rent \$300 per month. For particulars apply to—DEACON, LOCKER & DEACON, Solicitors, 1, Des Voeux Road Central. Hongkong, 22nd August, 1910. [969]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: AUSTRALIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA," Captain S. Barcham, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 3rd September, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOREA," 10,900 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed via Bombay by the s.s. "PERSIA," due in London on the 15th October, 1910.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—E. A. HEWETT, Superintendent. Hongkong, 22nd August, 1910. [1]

"MOQU" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOTHIAN,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 2.30 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents. Hongkong, 20th August, 1910. [963]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, HULL, LONDON AND STRAITS.

THE Steamship

"GLENAVON," Capt. B. Woolfenden, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 26th inst., at 5 p.m. All Claims must be presented within fifteen days of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN TOMES & Co., Agents. Hongkong, 20th August, 1910. [964]

PUBLIC COMPANY

CHINA SUGAR REFINING CO., LTD. NOTICE.

IN accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this Day Declared an INTERIM DIVIDEND of 5% for the half-year ending 30th June, 1910, on the Paid-Up Capital. DIVIDEND WARRANTS, Payable on TUESDAY, the 30th August, 1910, will be issued to Shareholders on application. The TRANSFER BOOKS of the Company will be CLOSED from 17th to 30th August, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 12th August, 1910. [936]

FOR SALE

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE—\$3. DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

CHEESE

CHOICE

CANADIAN STILTON.

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

GRAHA & CO.,

27, DES VOUEX ROAD.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE FOR 1910.

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

GENTLEMEN: WE HAVE

SOMETHING TO SUIT YOU!

JUST UNPACKED A FINE STOCK

of Gentlemen's HOSE (SOCKS)

assorted Shade and Design, also HOBBS

GARTERS, BRACES, SCARF PINS,

STUD and SLEEVE BUTTONS. Best

Quality of PEARL BUTTONS, WAIST

COATS and COATS, FANCY NECK TIES

and SCARFS, DRESS TIES, Black and White,

HANDKERCHIEFS, FLAIN and HEM-

STITCH, COTTON and LINEN, DRESS-

ING HAIR BRUSHES and COMBS,

&c., &c.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 18th July, 1910. [707]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bore and Sizes.

SMOKELESS POWDER and CHILLED

SHOTS. From No. 10 to 888G, at \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SHEWAN TOMES & Co. [38]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers. General

Storekeepers and Shipchandlers. Nos. 35 & 37,

Hing Loong Street, (2nd St. West of Central

Market). Telephone No. 515. [496]

DAVID COBSAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TAPPAULING

ARNHOLD, KARRER & CO

Sole Agents. [1535]

INTIMATIONS

ST. JOSEPH'S COLLEGE. THE SCHOLASTIC YEAR will Commence TO-DAY (MONDAY), 22nd inst., at 8.30 a.m. For particulars as to board and tuition, apply to—THE DIRECTOR. Hongkong, 19th August, 1910. [953]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for Subscription Grills for next RACES are requested to Notify the Undersigned before SATURDAY, 27th August, 1910. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th July, 1910. [865]

HONGKONG - SHANGHAI

INTERPORT SWIMMING

GALA

AT SHANGHAI.

SEPTEMBER 1, 2 AND 3, 1910.

THE HONGKONG SELECTION COMMITTEE invites all Candidates to Practice in the V.B.C. Bath between 5 p.m. and 7 p.m. Daily.

FRANK LAMMEET, Hon. Secretary, Victoria Recreation Club. Hongkong, 9th August, 1910. [919]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Directors of this Company, held at No. 64A, Bonham Street West, Victoria, Hongkong, on THURSDAY, the 4th day of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per Share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned, LEUNG KIN ON, a Director of the Company, at the Registered Office of the Company, No. 64A, Bonham Street West, aforesaid. In default of payment, interest at the rate of \$1.50 per centum per annum will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association. By Order of the Board of Directors, LEUNG KIN ON, General Manager. Hongkong, 15th August, 1910. [942]

VIENNA CAFE CO.,

(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

(Opposite Post Office.)

A FIRST CLASS

RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT

REFRESHMENTS.

SPECIALY SELECTED BRANDS OF

WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [865]

THOUSANDS OF DOLLARS ARE

SAVED BY THE EXPENDITURE

OF AS MANY CENTS

By the Use of

SOLIGNUM.

The Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co. (Machinery Dept.), Hongkong. [748]

TO LET

TO LET.

A HOUSE, in Kwaiford Terrace.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1910. [325]

TO LET.

NO. 16, WYNDHAM STREET. From 1st September, 1910.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbutnot Road. Hongkong, 8th August, 1910. [913]

TO LET.

NO. 41, WYNDHAM STREET. Immediate Possession.

Apply to—H. M. H. NEMAZEE. Hongkong, 19th August, 1910. [957]

FURNISHED SUITES.

DRAWING ROOM, BED ROOM and BATH, with Board. Tennis Court. To be Opened October 1st.

Apply—Mrs. OUTERBRIDGE, 5, Kwaiford Terrace, Kowloon. Hongkong, 19th July, 1910. [841]

TO LET.

AT THE PEAK.

THE FIVE-ROOMED HOUSE, known as "BITION," situated on Plantation Road. For Particulars apply to—DENNIS & BOWLEY. Hongkong, 9th August, 1910. [922]

TO LET

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens. GODOWNS, 151 to 155, PRAYA EAST. OFFICES No. 2, Connaught Road, 3rd Floor.

A HOUSE in Wong Nei Chong Road. OFFICES in YONG BUNTING. NO. 10, DES VOUEX ROAD CENTRAL, 1st floor.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Tram stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seamen's Institute, Praya East. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 17th August, 1910. [87]

TO LET.

OFFICES, Hotel Mansions.

Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 2nd February, 1910. [151]

TO LET.

1st SEPTEMBER.

BOWEN ROAD, Western Block of DWELLING HOUSES, at present occupied as Artillery Officer's Quarters. Suitable for Boarding House.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1910. [781]

TO LET.

NO. 3, GOUGH HILL (104A, THE PEAK), Partly Furnished.

Apply to—S. J. DAVID & Co. Hongkong, 12th August, 1910. [782]

TO LET.

NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Office.

One GODOWN in MASON'S LANE. Apply to—DAVID SASSOON & Co., LTD. Hongkong, 8th March, 1910. [95]

TO LET.

NO. 2, HOLLYWOOD ROAD.

NO. 2, OLD BAILEY. Immediate Possession.

ARRATON V. AFCAE & Co., 14, Des Voeux Road Central. Hongkong, 4th July, 1910. [800]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1910. [89]

TO LET.

OFFICES in Des Voeux Road, Central, corner of Ice House Street.

Apply to—Messrs. PERCY SMITH & FLEMING, 5, Queen's Road. Hongkong, 2nd June, 1910. [440]

TO LET.

SELF-Contained FLATS, NATHAN ROAD, Kowloon, with Gas, Electric Light and Telephone in each flat.

Apply to—J. HENNESSEY SETH, No. 4, Ice House Street. Hongkong, 2nd July, 1910. [795]

TO LET.

NO. 1, ORMSBY TERRACE, Kowloon, and

NO. 4, SEYMOUR ROAD, Hongkong.

Apply to—SPANISH DOMINICAN PROCUATION. Hongkong, 3rd August, 1910. [879]

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed House.

1 HOUSE in Behlins Terrace. NO. 2 CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

NO. 9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, furnished, for 7 months from 1st November, 1910.

NO. 57, PRAYA GRANDE, Macao. FOR SALE—Two Acres, at Peak, commanding a magnificent view of the Harbour and adjacent islands.

Apply to—LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 22nd August, 1910. [91]

TO LET.

GODOWN, No. 5A, DUBDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1910. [88]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumatei, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [790]

TO LET.

MODERATE RENTAL.

HOUSES in Observatory Villages (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court.

Apply to—ARRATON V. AFCAE & Co., 14, Des Voeux Road, Central, 1st Floor. Hongkong, 28th July, 1910. [875]

AUCTIONS

G. 223 R. PUBLIC AUCTION.

THE Undersigned have received instructions from The Hon. The CAPTAIN SUPERINTENDENT of POLICE, to sell by Public Auction, TO-DAY (MONDAY), the 22nd August, 1910,

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 20th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATTHEWSON & Co., Ltd. General Managers. Hongkong, 19th August, 1910. [14]

NOTICE TO CONSIGNEES.

KA-24 Chester Persian Opium ex s.s. "KOLO" and "DEVANHA," arrived August 3rd, 1910.

CONSIGNEES are hereby notified that these chests are lying in the Kowloon Godowns unclaimed at their sole risk and expense, and are requested to present their Bill of Lading for countersignature, to enable them to take delivery of the goods without further delay.

E. A. HEWETT, Superintendent, P. & O. S. N. Co. [58]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VORWAERTS"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Samsan ex s.s. "Salzburg," transhipped at Trieste.

Venice ex s.s. "Tobé," and "Metecovich" transhipped at Trieste.

Trieste ex s.s. "M. Gacquelien," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Underwriters before Noon on the 23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M.

No Fire Insurance will be effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WILBER & Co., Agents.

Hongkong, 16th August, 1910. [3]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

From London, ex s.s. "Egypt" and "Mooltan."

From Calcutta, ex s.s. "Ceylon."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th August, 1910. [1]

FOR INFANTS, INVALIDS and the AGED.



BENGER'S FOOD
assists nature.
It is used mixed with fresh new milk and forms a delicate and nutritive cream which is enjoyed and assimilated when other foods disagree. It is entirely free from rough and indigestible particles which produce irritation in delicate stomachs.

"The Lancet" describes it as "Mr. Benger's admirable preparation." Mothers and interested persons are requested to write for Booklet "Benger's Food and How to Use It." This contains a Concise Guide to the Rearing of Infants, and practical information on the care of Infants, Convalescents, and the Aged. Free on application to Benger's Food Ltd., Outer Works, Manchester, Eng. Benger's Food is sold in fine bottles by Druggists, etc., everywhere.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF YAKASIMA OCHI, MUTABE, HOJO, NAKAZUTA, SAYO, SHINNEW and KAMUYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KAKATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A.I. ABC 5th Ed., Western Union.

AGENCIES—YOKOHAMA, M. ASADA, Esq. CHINKIANG, Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [574]



These tiny Capsules—superior to Copalba, Cubebis, and Injections—CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each Capsule bears the name, Paris, 8, rue Vivienne. Sold by all Chemists.

"ALL FOR IRELAND."

AIMS OF THE NEW IRISH PARTY.

(BY WILLIAM O'BRIEN, M.P.)

The All-Ireland movement is the only living thing in Irish politics. The United Irish League is scarcely a rival any longer. It is slowly but surely dying out of existence. It is being done to death by the secret "Board of Erin" (colloquially known as the "Molly Maguire") even more effectively than by the new movement.

The "Board of Erin" has captured a majority of the governing council of the United Irish League—the "Standing Committee"—and is consequently in complete control of its funds and of the "Conventions," which manipulate the parliamentary, municipal, and county council elections. The public organisation is dying inch by inch under the anarchy of this secret and irresponsible caucus. The "Board of Erin" keeps up some feeble fiction of being a benefit society as an excuse for its existence. Its real business in life is the manufacture of members of Parliament and mayors and the distribution of official patronage among its followers.

The circumstance above all others which makes its supremacy intolerable to the Nationalists and would make it an insurmountable bar to Home Rule if it were to prevail, is that, by its illegal rule, all persons who are not Catholics are disqualified for membership of the Order. Hence one of the first objects of the All-Ireland League is to dislodge the "Molly Maguire" from the control of the National movement, and restore that equality and fraternity of Irishmen of all religions, races, and ranks which has been the ideal of all Irish patriots of note for the past century and a half.

KILLING FRUITS.

The vital principle of the All-Ireland League is the effectment of all the old racial religious feuds, and the provision of equal opportunities for Irish Catholics and Protestants of every race, English, or Scottish blood—to share the government of the country under the influence of a common patriotism, and with a common feeling of perfect friendliness for the people of Great Britain.

The next great aim of the All-Ireland League is to complete the historic Land Settlement of 1903, estimating the agrarian difficulty to be the only one which prevents the President minority from agreeing to an equally satisfactory settlement of the Home Rule crisis. The Purchase Act of 1903 was the outcome of a joint agreement between the representative of the landlords and the tenants sitting in conference in Dublin in exactly the same number as the present Veto Conference, i.e., four representatives on each side. Both British parties and both Houses of Parliament coincided in the settlement thus arrived at by Irishmen's own good sense and patriotism. In the spirit of the Conference of 1903 half the entire agricultural area of Ireland was transferred from the landlords to the co-operators within five years. The whole operation might have been completed by this time only for the revolt of Messrs. Dillon and Sexton, who unobscurely (but assuredly through no fault of mine) were not named as members of the Land Conference.

GRIM WAR.

Mr. Dillon, by his speeches and by the secret influence of the "Molly Maguire," and Mr. Sexton, through the *Freeman's Journal* waged an implacable war against land purchase by conciliatory methods. They finally succeeded in inducing Mr. Birrell to pass the Act of 1909, which practically repeals the great Act of 1903, and puts a stop to the beneficent process of replacing dual ownership by peasant proprietorship. The abrogation of the Act of 1903 fell in admirably with the convenience of the Treasury and of the Socialist wing of the Liberal party. It absolved the Treasury from the obligation to finance Irish land purchase on a large scale on the plea of the tightness of money; and it was entirely after the heart of Mr. Lloyd George, who hates peasant proprietorship and looks to nationalisation of the land to create his new heaven and new earth.

The All-Ireland League, on the contrary, stands firm by the Treaty of Peace and Conciliation of 1903, which was endorsed in thousands of resolutions at the time by the Irish party, the United Irish League, and the country. The new movement is simply on the march to take up the old ground deserted by the party and its leader, under Mr. Dillon's unobscure guidance. We stand loyally for fidelity to the peace of 1903 on the part of the landlords, of the tenants, and of the Imperial Treasury. It is first step towards anything worth talking of in Ireland is a resumption to the status quo of 1903, with respect to the land. Next would follow a rearrangement of the financial relations between a prodigiously rich Empire and a dependent island too poor for any serious contribution (save in men) to the tremendous armaments which have swollen the Imperial Budget.

FINAL PROBLEM.

These two great problems once adjusted, we should move on to the final and very much easier problem of self-government on such terms as would allow all reasonable apprehensions either on the part of the Protestant minority or of British imperialists. So far as one may guess, the solution would follow those federal lines which have been everywhere successful in British dominions beyond the seas—namely, O'Connell's strong, sense urged aim to substitute for the programme of repeal, and which Isaac Butt made the basis of the latter-day Irish parliamentary movement. But the All-Ireland League pins itself to no cast-iron plan in advance upon the subject. It looks to a great National Conference hereafter to draw up a scheme which would be satisfactory alike to all sensible Nationalists, to the Protestant minority, and to the British people, and none of us who know the inner history of recent years has a shadow of doubt that such a conference would not separate without an agreement substantially satisfactory all round.

It is sometimes a bit distressing to find how little England can be brought to realise the existence of great movements in Ireland unless they manifest themselves by some violent outbreak. The conclusion is that this congenital English incapacity to appreciate the importance of currents of opinion in Ireland is the cumulative argument for letting Irishmen deal with those innumerable causes of trouble themselves. Until the "Molly Maguire" party were routed at the polls everywhere that they were challenged at the general election the average Englishman had not the smallest conception that there was anything afoot except some obscure shindy between Irish factions.

Still more idle, I dare say, would it be to try to get the busy British mind to the street to interest himself in the marvellous growth of the All-Ireland movement within its three months' existence—the extraordinary grip it has got of the young men and the feeling of absolute trust in their future with which it has inspired the Protestant population, at least of the south. It has been all peaceful and non-coercive producing work; and just because the All-Ireland League abstracts itself from the party interests of both sides in Great Britain, but aims at combining them both in a great Imperial settlement, its speeches and

its peaceful triumphs receive short shrift from the organs of the party Press, which have no ear for anything in Ireland except the cattle-drives and the last laboriously organised skirmishes of an expiring land war. Because the new movement is heterodox on the Budget, it is written up as "Lohabod" by the Radicals, because it has a strong fascination for the young Unionists, the Unionist organs of "the old gang" fight shy of it.

Nor is Parliament any wiser in these matters than the Press. The House of Commons is only marking time for the general election. It is in Ireland, and not in Westminster, Irish movements are made and the future built up. I daresay it will scarcely be possible to startle England again into any considerable attention to the subject until the figures at the next general election administer the only effective stimulant to the interest of a busy and unimaginative people—results.

They will be, by-and-by, all the more astonished to discover that, all unknown to them, a movement of singularly good omen for the Empire as well as for Ireland has been born into the world, and after its first inevitable wranglings with the powers of darkness which fight for all evil "vested interests," has already gained the intellectual assent of vast masses of the best men and women of Ireland of high and low degree—old Unionists as well as old Nationalists—and is now marching steadily forward to its destined work as the greatest and most blessed Irish influence of our time. Only wait and see—*Daily Mail*.

PORTUGAL'S PROGRESS.

£8,000,000 TO BE EXPENDED ON THE NAVY.

After the troublous political experiences of the last few years, Portugal is at last enjoying the advantages of a popular and stable Government. The Souza Cabinet, with its comprehensive programme of reforms, is day by day establishing itself more firmly in public favour. Senhor Pereira dos Santos, Minister of Public Works, is drafting a law for the benefit of the labouring classes and the payment of old age pensions. Senhor Marnoco da Sousa, Minister of Marine and Colonies, is completing arrangements with several British firms for the construction of the new arsenal on the opposite side of the Tagus, at a cost of £900,000, and the rebuilding of the royal navy for which £8,000,000 is to be expended. Only skilled British artisans are to be employed in the construction of the arsenal, which is to follow British lines.

The colonies are being developed in every possible way. Valuable concessions have been granted to British syndicates in Mozambique and Angola (Portuguese Africa) for the exploitation of rubber and ivory, as also minerals, in which these two provinces are very rich. Further British capital is being welcomed in every way. This year's wheat crop is very promising, and foreign imports will be much less. This will mean more gold remaining in the country, which, together with the heavy remittances realised by the vast supplies of Sao Thomé cocoa and coffee and Angola rubber, tends to keep the exchange well up and helps to consolidate the general financial position. For the first time for many years the "Portuguese Exchequer" was quoted in Paris and London at 68, the previous highest being 64, exchange going nearly to par. An official note published in the *Official Gazette* declares that an understanding has been arrived at with French and British bankers by which at the end of the year the interest of the whole Portuguese National Debt will be reduced from 6 per cent. to 5 per cent.

As regards the political outlook, Senhor Teixeira de Sousa, the Premier, has declared that under the new laws all parties will in future have equal treatment at the polls, including the Republicans. This has done much to appease popular feeling, and if the new Ministry continues in the same path of reform the country will settle down to a long era of peaceful development.

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HIGH QUALITY. MODERATE PRICES. PROMPT ATTENTION.
General Household Catalogue (free paper), any Departmental List sent Free to Home by Post.
WM. WHITELEY, Ltd., UNIVERSAL PROVIDERS, WESTBOURNE GROVE & QUEEN'S RD., LONDON, W.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST. is given in the **HONGKONG WEEKLY PRESS**, with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage 82 to any part of the World.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
DINNEFORD'S MAGNESIA



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.
WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.
BUY IT TO-DAY
From any leading Chemist.
MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong. No. 22, Museum Road, Corner of Soochow Road, Shanghai. [71]

INSURANCE
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WHICH IS INCORPORATED IN THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.
I. Authorized Capital £5,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,488,136 6 7
The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates. SHAW, TOMES & CO., Agents.
Hongkong, 19th July, 1910. [783]

DR. M. H. CHAUN, DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126.
Hongkong, 27th January, 1910. [364]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of every Description in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [546]

LABUAN COAL.
NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., Ltd., who are prepared to supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."
BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [931]

SHIPPING IN PORT.
STEAMERS.
ANARA, British str., 1,565, C. J. Matlock, 17th August—Sourabaya 7th August, Sugar—Jardine, Matheson & Co.
ANGHIM, German str., 1,001, S. Kampel, 15th August—Bangkok 5th August, Rice—Butterfield & Swire.
BARON LYNEDALE, British str., 2,139, D. McAlister, 4th August—Moji 29th July, Coal—Bradley & Co.
BOBBERO, German str., 1,476, F. Sembill, 15th August—Sandakan 9th August, Timber—Melchers & Co.
CHONGSHING, British str., 1,256, V. McLiddell, 19th August—Tientsin 11th Aug. General—Jardine, Matheson & Co.
CHONGHO, German str., 1,621, J. Bonhn, 15th August—Kobe 8th Aug. Rice and Rosewood—Butterfield & Swire.

CHOWFA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.
EMPRESS OF CHINA, British str., 3,046, W. Davidson, R.M.S., 10th August—Yokohama 27th July, General and Cargo—Canadian Pacific Railway Co.
FRI, Norwegian str., 860, Anderson, 17th Aug.—Nepohwang 11th August, General—Aagaard Thoresen & Co.
FOOCHOW, British str., 1,228, Vincent, 8th August—Hongkong 5th August, Coal—Butterfield & Swire.
GERMANIA, German str., 603, C. Tysen, 3rd August—Sydney 27th July, Copra—Matheson & Co.
GERMANIA, German str., 1,714, Frandsen, 14th August—Hongkong 12th August, Coal—Johnson & Co.
HOFBANG, British str., 1,359, J. M. Hay, 16th August—Java Ports 8th August, Sugar—Jardine, Matheson & Co.
HUPER, British str., 1,235, Mathias, 19th Aug.—Tientsin 14th August, Salt—Butterfield & Swire.
KAIPURU MARU, Japanese str., 1,903, S. Sada, 15th August—Moji 21st August, Coal—Mitsui Bishi Goshi Kaisha.
KIYO MARU, Japanese str., 5,757, H. Mishi, 15th August—Nagasaki 12th August, Nitrate of Soda—Toyo Kisen Kaisha.
KONSHANG, German str., 1,392, C. Rosofsky, 17th August—Bangkok 11th Aug. Rice—Butterfield & Swire.
KUMANG, British str., 2,078, W. G. G. Leask, 18th August—Calcutta 4th August 9th and Singapore 15th August, General—Jardine, Matheson & Co.
KUTSANG, British str., 4,865, K. C. D. Bradley, 14th August—Moji 10th August, General—Jardine, Matheson & Co.
KWANGLO, Chinese str., 1,468, Lincoln, 16th August—Shanghai 15th Aug. General—C. M. S. N. Co.
LINAN, British str., 1,350, Williams, 17th Aug.—Shanghai 14th Aug. General—Butterfield & Swire.
MAUSANG, British str., 1,347, Weigall, 18th August—Sandakan 12th August, Timber and General—Jardine, Matheson & Co.
NORB, British str., 1,135, F. J. Prynn, 9th Aug.—Shanghai via Foochow 1st August, Cass Oil—Asiatic Petroleum Co.
ONURO MARU, Japanese str., 1,780, Yamashita, 17th August—Dairen 1st August, Coal—Mitsui Bussan Kaisha.
PAOTING, British str., Jones, 18th August—Nepohwang 12th August, General—Butterfield & Swire.
SIAM, British str., 925, Rims, 2nd August—Singapore 26th July, Korosena Oil—McBain.
S. THAN, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.
TAIRANG, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.
TAMING, British str., 1,550, G. H. Pennofather, 19th August—Manila 16th August, Hemp and General—Butterfield & Swire.
TELEACHUS, British str., 1,340, Edwards, 15th August—Saigon 11th August, General—Wo Fat Sing.
THAIANAS, Dutch str., 2,444, P. v. Emmerick, 18th August—from Moji, General—Java-China-Japan Line.
WINGANG, British str., 1,520, P. Martin, 15th August—Lithak 9th August, Coal—Jardine, Matheson & Co.
WONGKOK, German str., 1,115, Ibbeken, 18th Aug.—Bangkok 6th and Koshichang 12th August—Rice—Butterfield & Swire.
YANGSE, British str., 4,149, Jos. Ralford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.
YCHOOW, British str., 1,306, Mills, 4th August—Tientsin 28th July, Salt—Butterfield & Swire.

A GOOD START IN LIFE.
Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigor. If unable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys' Milk Foods" are so prepared as to remove the difference between cow's milk and human milk, and they are as easy of digestion as the natural food of the child.
The "Allenburys' Foods" are alike suitable for the delicate and robust, and, when used as directed, form the best means of rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dreaded process of weaning is thus made easy and comfortable both to the mother and child.
The Allenburys' Foods.
MILK FOOD No. 1. From birth to 3 months.
MILK FOOD No. 2. From 3 to 6 months.
MALTED FOOD No. 3. From 6 months and upwards.
PAMPHLET ON INFANT FEEDING SENT FREE.
ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

TO-DAY

11 A.M.—Auction of Sundry Condemned and Obsolete Stores at Central Police Station Compound, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Thursday, 25th August—Auction of Hung Hom Island Lots at Sales Rooms, by Mr. Geo. P. Lamport, Noon.
Wednesday, 31st Aug.—Extraordinary General Meeting of Hongkong Club, 5.15 P.M.

SHIPPING.

ARRIVALS.

CHIYO MARU, Japanese str., 7,250, W. W. Greeno, 20th August—San Francisco 19th July, General—Toyo Kisen Kaisha
FRI, Norwegian str., 2,727, B. Woolfenden, 20th August—London and Singapore 14th August, General—Shewan, Tomes & Co.
GLENAYON, British str., 2,727, B. Woolfenden, 20th August—London and Singapore 14th August, General—Shewan, Tomes & Co.
CLARENS, British str., 1,234, J. Rafferty, 21st August—Karaisli 14th August, Coal—Shewan, Tomes & Co.
HAIYANG, British str., 1,362, A. E. Hodgins, 21st August—Fochow, Amoy and Swatow 20th August, General—Douglas, Lapraik & Co.
HELENE, German str., 771, H. Bendixen, 21st August—Touane 16th and Hoihow 20th August, General and Pigs—Jesen & Co.
HELENE, German str., 1,469, W. Vogel, 20th August—Singapore 13th August, General—Hansburg-America Linie.
HUNA, British str., 1,143, Benson, 20th Aug.—Saigon 16th August—Rice—Butterfield & Swire.
KWANGSIE, Chinese str., 20th Aug.—Canton, LOTHIAN, British str., 3,222, W. J. Lockhart, 19th Aug.—Singapore 14th Aug. General—Dowdell & Co.
MANDARIN, Japanese str., 3,245, K. Yamamoto, 20th Aug.—Milke 15th Aug. Coal—Mitsui Bussan Kaisha.
PAKLAT, German str., 1,018, E. Gattmann, 21st August—Pakhoi and Swatow 13th August, Rice—Butterfield & Swire.
QUINTA, German str., 900, Schlesinger, 21st August—Bangkok 12th and Swatow 20th August, Rice—Siemssen & Co.
RAJABULI, German str., 1,189, H. Bremer, 21st August—Bangkok 15th August, Rice and Timber—Butterfield & Swire.
REDHILL, British str., 2,504, Dowell, 20th August—Manila 17th August, General—Dowdell & Co.
SHANTUNG, German str., 1,000, H. Oltmanns, 19th August—Hoihow 18th August, Rice—Butterfield & Swire.
SHINSHU MARU, Japanese str., 2,449, K. Okuma, 21st Aug.—Milke 15th August, Coal—Alaka & Co.
SUISANG, British str., 1,771, M. Picknell, 21st August—Chingwan 14th August, Coal—Chinese Engineering & Mining Co.
SUNGKIAN, British str., 999, Harde, 20th Aug.—Cebu and Hoihow 16th August, Rice—Butterfield & Swire.
WASHING, British str., 1,170, G. S. Holmwood, 20th August—Hongkong 18th August, Coal—Jardine, Matheson & Co.

DEPARTURES.

20th August
CHUNGANG, British str., for Saigon.
DEVANHA, British str., for Europe, &c.
EMPER, British str., for Australia.
GLENAYON, British str., for Amoy.
HELENE, Norwegian str., for Moji.
HONGKONG, French str., for Haiphong.
KAGA MARU, Japanese str., for Wakamatsu.
MANCHURIA, American str., for San Francisco.
PERSIA, British str., for Moji.
SANTON, British str., for Singapore.
ZAFIRO, British str., for Manila.
21st August
CARMARTHENSHIRE, British str., for Saigon.
DAVIN MARU, Japanese str., for Benton.
HAIYANG, British str., for Swatow.
HAIYANG, Norwegian str., for Bangkok.
LOTHIAN, British str., for Shanghai.
RAJAH, German str., for Bangkok.
SIGNAL, German str., for Hoihow.
SLAVONIA, German str., for Straits.
SROCHUES, British str., for Swatow.
TUKING, Dutch str., for Batavia.
ULV, Norwegian str., for Saigon.

SHIPPING REPORTS.

The British str. Huna reports: Light S.W. wind and fine weather.
The British str. Lethian reports: Light S.W. wind, and fine weather.
The British str. Haiyang reports: Light breeze S.W., fine and clear weather.

VESSELS IN DOCK.

August 20th.
TAIKOO DOCK—Union, Yokohama, Koochow, Shantung.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The I.G.M. str. Prinz Sigismund left Manila on the 20th instant, at 11 a.m., and may be expected here to-day at 10 a.m.
The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port via Manila on the 18th instant, and is expected here on the 24th instant.
THE GERMAN MAIL.
The I.G.M. str. Bueow, carrying the German Mails with dates from Berlin of the 27th ult., left Singapore on the 19th instant, at 11 a.m., and may be expected here to-morrow at 1 p.m.
THE AMERICAN MAIL.
The P.M. str. Asia is due to arrive at this port to-morrow between 8 and 10 a.m.
The P.M. str. Mongolia left San Francisco on the 12th inst., for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 5th prox.
The T.K.K. str. Tenyo Maru sailed from San Francisco on the 16th instant, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at this port on the 13th prox.
THE CANADIAN MAIL.
The C.P.R. Co's str. Empress of India left Vancouver on the 17th instant p.m., for Hongkong via the usual ports of call.
MERCANTILE STEAMERS.
The str. Indravelli from New York left Singapore for Hongkong on the 15th instant p.m., and may be expected here to-day.
The N.Y.K. str. Dingo Maru (Bosnia Line) left Moji for this port on the 17th instant, and is expected here to-day.
The Bank Line Ltd's str. Suveric left Vancouver, B.C., on the 3rd instant, and is due at Yokohama to-morrow.
The P. & O. S. N. Co's str. Syria left Singapore for this port on the 18th instant, at 10 a.m., and is due here to-morrow at about 5 a.m.
The Mogul Line str. Pothan sailed from the United Kingdom on the 2nd instant for Hongkong via Straits.
The O.S.K. str. Panama Maru left Tacoma for this port via Japan and Manila on the 6th instant, and is expected to arrive here on or about the 13th prox.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	LENGTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	E. Barham	P. & O. S. N. Co.	On 3rd Sept., at Noon
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	—	Knaisel	HAMBURG-AMERICA LINE	On 14th Sept.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	—	Wagner	HAMBURG-AMERICA LINE	On 23rd Sept.
HAYRE & HAMBURG via STRAITS, &c.	SARONIA	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 27th inst.
HAYRE, HAMBURG & ANTWERP, &c.	SARONIA	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 29th inst.
HAYRE & HAMBURG via STRAITS, &c.	SPERZA	Ger. str.	—	Fass	HAMBURG-AMERICA LINE	On 12th Sept.
MARSHALLS, &c. via PORTS OF CALL.	AUSTRALIAN	Frenc. str.	—	Monton	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	HYTACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	KANAWA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 8th Sept., at 5 p.m.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	MIYAZAKI MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 14th Sept., at D'light
MARSHALLS, LONDON & ANTWERP via STRAITS, &c.	AMERICA	Ger. str.	—	Deinat	HAMBURG-AMERICA LINE	On 1st Oct.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINZ LUDWIG	Ger. str.	—	F. v. Binner	MELCHERS & Co.	On 24th inst., at Noon
TRIESTE, &c. via SINGAPORE, &c.	SILESIA	Aus. str.	—	E. Radopich	SANDER, WIELER & Co.	On 27th inst., P.M.
NEW YORK	BRANDBURG	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th inst.
BOSTON & NEW YORK	LENNOX	Brit. str.	—	—	DODWELL & Co., Ltd.	About 3rd Sept.
VICTORIA, B.C., VANCOUVER, TACOMA, &c.	REDHILL	Brit. str.	—	H. E. Dowell	DODWELL & Co., Ltd.	To-morrow.
VANCOUVER (DIRECT)	REDHILL	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst., at 6 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	AYA MARU	Jap. str.	—	K. Ikkawa	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	TACOMA MARU	Jap. str.	—	H. Yamamoto	NIPPON YUSEN KAISHA	On 7th Sept., at Noon
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
CALLAO IQUIQUE, &c. via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Jap. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 2nd Sept., at Noon
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 10th Sept., at D'light
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lens	MELCHERS & Co.	On 30th Sept., at Noon
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept., at 5 P.M.
KOBE & YOKOHAMA	YIO MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	To-day
KOBE & YOKOHAMA	HELLAS	Ger. str.	—	Sach	HAMBURG-AMERICA LINE	About 23rd inst.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 31st inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Daylight
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 24th inst.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 25th inst.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst., P.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 31st inst.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 1st Sept.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th Sept.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 10th Sept.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 14th Sept., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 31st inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at 10 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 24th inst., at 10 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst., at 10 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at 10 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 27th inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 28th inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 27th inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at 9 A.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-morrow, at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th inst., at Noon
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	About 22nd Sept.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA
via
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
BEDHILL	3,889	H. E. Dowell	23rd August.
SUVERIC	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGill	20th October.
AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
KUDAT and SANDAKAN	"BOBINO"	5,050	Tuesday, 23rd Aug., at 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	6,000	About 23rd August.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG"	18,300	Wednesday, 24th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW"	16,900	About 24th Aug.
MANILA, ANGAUR, YAP, MARAOUN, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY and Melbourne	"PRINZ SIGISMUND"	6,000	Saturday, 10th Sept., at Daylight

* Fitted with wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 20th August, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	Capt. Lancelin On 29th Aug., P.M.
MARSHALLS via PORTS	"AUSTRALIEN"	Capt. Mouton On 30th Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARRA"	Capt. Bistorelli On 12th Sept., P.M.
MARSHALLS via PORTS	"V. DE LA CROIX"	Capt. Barillon On 13th Sept. 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building, 2
Hongkong, 18th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 27th Aug.	"EMPERESS OF BRITAIN" Fri., 23rd Sept.
"EMPERESS OF INDIA" Sat., 17th Sept.	"ALL N. LINE" Friday, 14th Oct.
"EMPERESS OF JAPAN" Sat., 8th Oct.	"EMPERESS OF IRELAND" Fri., 4th Nov.
"MONTEAGLE" Tuesday, 8th Nov.	"EMPERESS OF IRELAND" Fri., 2nd Dec.
"EMPERESS OF CHINA" Sat., 5th Nov.	

"Emperess" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers { "245." and 1st Class Railway "245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only; at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH
CANADIAN
PACIFIC
RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"REDHILL."

FROM HONGKONG,

TO-MORROW, THE 23rd AUGUST,

FOR VANCOUVER DIRECT.

To be followed by

SUVERIC ... 27th Sept.

KUMERIC ... 20th Oct.

AYMERIC ... 20th Nov.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong, 9th August, 1910. [23]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT)
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils to FERNANDES, RED SEA, BLACK SEA, LEBANT, VENICE, and ADRYATICO PORTS.)

THE Company's Steamship

"SILESIA"

Captain Radonich, will be despatched as above on SATURDAY, the 27th inst., P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents, Prince's Buildings, Hongkong, 1st August, 1910. [3]

Cutler, Palmer & Co's.



PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	DELTA	About 25th Aug.	Freight and Passage.
SHANGHAI	DELTA	About 1st Sept.	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon, 3rd Sept.	See Special Advertisement.
SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES and LONDON	FOONA	About 22nd Sept.	Freight and Passage.

For further Particulars, apply to
H. A. HEWETT, Superintendent
Hongkong, 22nd August, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG & SOERABAYA	"SHANTUNG"	On 22nd Aug. 4 P.M.
AMOI, CHEFOO & NEWBANG	"TAOING"	On 22nd Aug. 4 P.M.
MANILA, ZAMBOANGA, THUBS, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 31st Aug. 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHEYAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before MID-NIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 22nd August, 1910. BUTTERFIELD & SWIRE, AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th September

For further Particulars apply to
HONGKONG, 18th August, 1910. MELOTT & CO., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 23rd Aug., at 10 A.M.
"HAICHING"	Capt. W. G. Farnmore	FRIDAY, 26th Aug., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 30th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 24th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 20th August, 1910.

INDO-CHINA S. N. V. CO., LD.

FOR	STEAMERS	TO SAIL
TIENTSIN via TSINGTAU	"CHEONGSHING"	Tuesday, 23rd Aug. 4 P.M.
SINGAPORE, PENANG & CALUTTA	"KUTSANG"	Tuesday, 23rd Aug. Noon.
SHANGHAI	"HANGSANG"	Tuesday, 23rd Aug. Noon.
SINGAPORE, PENANG & CALUTTA	"KUMSANG"	Friday, 26th Aug. Noon.
MANILA	"YUENSANG"	Friday, 26th Aug. 4 P.M.
BANGLA	"MAUSANG"	Saturday, 27th Aug. Noon.
SHANGHAI, KOBE & MOJI	"LOONGSANG"	Friday, 2nd Sept. 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Monday, 12th Sept. Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.
Taking Cargo on through Bills of Lading to Kndat, Lahad, Datu, Simporna, Trawu, Uvakan, Jesselton and Labuan.
Telephone No. 215, Sui Exch. 4.
For Freight or Passage, apply to
HONGKONG, 22nd August, 1910. JARDINE, MATHESON & Co., LTD., GENERAL MANAGER

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For Kobe & Yokohama: S.S. HELLAS ... 22nd Aug.	For HAVRE & HAMBURG: S.S. SAXONIA ... 27th Aug. For HAVRE, HAMBURG & ANTWERP: S.S. SAMBIA ... 29th Aug. For HAVRE & HAMBURG: S.S. SPEZIA ... 12th Sept. For ROTTERDAM, HAMBURG & ANTWERP: S.S. LIBERIA ... 14th Sept. For ROTTERDAM, HAMBURG & ANTWERP: S.S. BADENIA ... 28th Sept. For MARSEILLES & HAMBURG: S.S. AMBRIA ... 1st Oct.
For SHANGHAI, KOBE & YOKOHAMA: S.S. AMBRIA ... 26th Aug. S.S. ALESIA ... 8th Sept. S.S. C. FRED. LAEISZ ... 23rd Sept. S.S. SENEGBAMBIA ... 7th Oct. S.S. SUEVIA ... 20th Oct.	

Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong, 16th August, 1910. Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).
1910.
S.S. KIYO MARU ... 17,200 tons gross ... Sail Aug. 25th, at Noon.
S.S. BUYO MARU ... 10,500 " " " " " Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " " " Dec. 21st, at Noon.

For particulars apply to
N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.
Hongkong, 6th July, 1910. 403

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

DESTINATION.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	HITACHI MARU Capt. N. Mathison, 7,000	7,000	WED'DAY, 31st Aug., at Daylight
	KANAGAWA MARU Capt. C. H. Butler, 7,000	7,000	THURSDAY, 8th Sept., at 5 P.M.
	MIYAZAKI MARU Capt. T. Mural, 9,000	9,000	WED'DAY, 14th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hirohaki, 7,000	7,000	THURSDAY, 10th Sept., from KOB.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa, 7,000	7,000	TUESDAY, 13th Sept., at 4 P.M.
	INABA MARU Capt. K. Kawan, 7,000	7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 6,000	6,000	FRIDAY, 2nd Sept., at Noon.
	YAWATA MARU Capt. T. Sekine, 5,000	5,000	FRIDAY, 30th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BINGO MARU Capt. S. G. Parsons, 7,000	7,000	TUESDAY, 23rd Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine, 5,000	5,000	WED'DAY, 31st Aug., at Noon.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. A. Mooker, 7,000	7,000	WED'DAY, 31st Aug.
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda, 7,000	7,000	THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Omitting Keelung and Shimidzu.
— Calling at Saigon.
† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

Hongkong, 1st August, 1910. T. KUSUMOTO, MANAGER. [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
EUBI	2540	R. Rodger	Manila	On 27th Aug. Noon.
ZAFIRO	2540	A. Fraser	Manila	On 3rd Sept. Noon.

For Freight or Passage apply to
HONGKONG, 15th August, 1910. SHEWAN, TOMES & Co., General Managers. [12]

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIFANAS	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJILATJAP	JAVA	Second half of Aug.	JAPAN	First half of Sept.
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJILIWONG	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Hongkong, 22nd August, 1910. Telephone No. 375. [16]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ugata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 25th Aug., at Noon.
TAMSUI via SWATOW, & AMOI	"JOSHIN MARU" Capt. H. MURAYAMA	TUESDAY, 28th Aug., at 10 A.M.
ANPING via SWATOW & AMOI	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 31st Aug., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of August and September, 1910.
CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NIPPON KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS. 2nd CLASS. 3rd CLASS.

\$73.00 \$55.00 \$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERRAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD, HONGKONG. Japan Office:—
32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

REGULAR STEAMSHIP SERVICE	STEAMERS PASSED THE CANAL.
(WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.	July 25th—Ching Wo, Laetia, Yunnan. 29th—Ambria, Armand Belic, Deucalion, Syria, Baden, August 2nd—Austria, Bengloe, Delayed through mutilation, Glamorganshire, 9th—Blenfontein, Denbighshire, Glenatraz, Alesia, 12th—Menelaus, Nore, Pak Ling, Tonkin, 15th—Benvenuto, Derflinger, Flintshire, Inverclyde, Kintuck, Malta, Delayed through mutilation, Pathan, Westphalia, 19th—Hercule Maru, Michina Maru, Tembrokshire, Prometheu, Transjuber, Tarru.
FOR NEW YORK. S.S. "BRAEMAR" ... On 25th August. For BOSTON and NEW YORK. S.S. LENOX ... About 3rd Sept. For Freight and further information, apply DODWELL & Co., Ltd., Agents.	ARRIVALS AT HOME. August 19th—Canton.

Hongkong, 17th August, 1910. [301]

D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERES, ETC., AND ALL SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

433

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Europa*, with the German mail of the 27th ult., left Singapore on Friday, the 19th inst.,
at 11.00 a.m. and may be expected here to-morrow, at about 1.00 p.m.

FOR	PER	DATE.
Macao	Sui Tai	Monday, 22nd, 1.15 p.m.
Samarang and Sourabaya	Shantung	Monday, 22nd, 3.00 p.m.
Shanghai	Indra	Monday, 22nd, 3.00 p.m.
Amoy, Chefoo and Newchwang	Indra	Monday, 22nd, 3.00 p.m.
Tsingtau and Tientsin	Indra	Monday, 22nd, 3.00 p.m.
Swatow, Singapore and Bangkok	Indra	Monday, 22nd, 5.00 p.m.
Kudat and Sandakan	Borneo	Tuesday, 23rd, 8.00 a.m.
Swatow, Amoy and Foochow	Haiyang	Tuesday, 23rd, 9.00 a.m.
Shanghai	Haiyang	Tuesday, 23rd, 11.00 a.m.
Singapore, Penang and Calcutta	Kutchi	Tuesday, 23rd, 11.00 a.m.
Macao	Sui Tai	Tuesday, 23rd, 1.15 p.m.
Manila	Taiwan	Tuesday, 23rd, 3.00 p.m.
Hohow, Singapore and Bangkok	Wongkai	Tuesday, 23rd, 5.00 p.m.
Swatow	Haiyang	Wednesday, 24th, 9.00 a.m.

Europe, &c., India via Tientsin. Extra } Prinz Ludwig
(Late Letters 11.00 to 11.30 a.m. Extra }
Postage 10 cents) }

Batavia, Cheribon, Samarang and Sourabaya	Typicus	Wednesday, 24th, Noon.
Macao	Sui Tai	Wednesday, 24th, 1.15 p.m.
Bangkok	Choising	Wednesday, 24th, 5.00 p.m.
Moj, Kobo, Yokohama, Honolulu, Manzanillo, Salina, Cruz, Callao, Iquique, Valparaiso and Coronal	Kiyo Maru	Thursday, 25th, 11.00 a.m.
Macao	Sui Tai	Thursday, 25th, 1.15 p.m.
Swatow, Amoy and Foochow	Shantung	Friday, 26th, 3.00 a.m.
Singapore, Penang and Calcutta	Sui Tai	Friday, 26th, 1.15 p.m.
Macao	Taiwan	Friday, 26th, 3.00 p.m.
Manila	Babi	Saturday, 27th, 10.00 a.m.
Sandakan	Mausang	Saturday, 27th, 10.00 a.m.

KEELUNG, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA, YOKOHAMA, HONOLULU &
SAN FRANCISCO } Chiyo Maru
SIBERIAN MAIL TO EUROPE }

Macao	Sui Tai	Saturday, 27th, 1.15 p.m.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (H.C.) SIBERIAN MAIL TO EUROPE	Empress of China	Saturday, 27th, 3.00 p.m.

HINTS TO DECORATORS

FOR USING

Hall's Sanitary Washable Distemper.

To Mix for use, add about one pint of water to 5 lbs. of Distemper and stir to the consistency of
a good thick cream. (These quantities are only approximate and judgment must be exercised in the
mixing). If the Distemper has become stiff, hot water should be used, as it mixes more readily.
When the walls are very porous or cracked, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than it otherwise would be. For very damp walls give a first coat of "SIECO" Damp
Resister, also apply this to all damp patches and to places where the lime or salt is working through
the plaster.

When walls are very porous or cracked, causing too much or unequal suction, we recommend a
coat of size before using the Distemper. This prevents suction, and the Distemper, when dry, is more
washable than it otherwise would be. For very damp walls give a first coat of "SIECO" Damp
Resister, also apply this to all damp patches and to places where the lime or salt is working through
the plaster.

White Distemper No. 6 is made for ceilings and is not quite so washable as the other colours.
When necessary to lighten any of the shades, Cream (No. 17) should be used for mixing instead of white.
Dry colours must not be used for altering the shades, as they take away the binding properties of
the Distemper and do not mix evenly.

All shades marked * by the side of the numbers in Colour Book and on the show-cards, may be
used for new plastered walls. Any other shades should not be used on damp plaster.

The Distemper should not be mixed too thickly, one coat is usually sufficient even on new work,
and will give a result equal to two coats of oil paint.

Three weeks after application, but not before, the Paint can be washed. This operation should
be done with a sponge wetted with tepid water and passed gently over the wall.

AGENTS—

WILLIAM C. JACK & CO., LTD.,

14, DES VUEX ROAD CENTRAL, HONGKONG.

VISITORS AT HOTELS.

HONGKONG HOTEL.	KING EDWARD HOTEL.
Mr. P. B. Adams	Mr. M. P. Fentie
Mr. J. I. Andrew	Mr. M. P. Fentie
Mr. T. H. C. Aronson	Mr. D. O. Brownlow
Mr. J. H. Backhouse	Mr. D. G. Chasman
Mr. J. B. Benedict	Mr. G. V. Corbac
Mr. A. C. Brunt	Mr. F. F. Cox
Mr. M. O. Clark	Mr. A. Dague
Mr. H. Dorlan	Mr. N. Edwards
Mr. H. G. Fisher	Mr. A. C. H. H. H.
Mr. G. A. Forsyth	Mr. A. C. C. Grand
Mr. & Mrs. M. S. H. Frank	Mr. Kennedy
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Mr. J. B. Giesner	Mr. J. H. Shaver
Mr. W. E. Goolahy	Mr. E. H. Solomon
Mr. Y. Goulbourn	Mr. & Mrs. A. D.
Mr. F. S. Gray	Mr. J. Spitties
Mr. T. T. Grimes	Mr. A. Square
Mr. W. T. Hall	Mr. L. M. Synche and
Mr. W. T. Hargrove	child
Mr. & Mrs. H. Ham-	Mr. & Mrs. M. L.
mond	Thompson
Mr. & Mrs. E. A.	Mr. W. W. Trautschold
Hawett	Mr. E. H. Trench
Dr. S. Hough	Mr. J. Ullrich
Mr. W. Jackson	Mr. A. V. Walker
Mr. G. T. Lloyd	Mr. T. Walton
Mr. D. Macdonald	Mr. H. W. West
Mr. G. A. Macfarlane	Mr. B. A. Wilson and
Mr. & Mrs. H. L. Mack	child
Dr. O. Marriott	Mr. G. Wolf
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The Most Celebrated Cigarette in the World.

WILLS'S

"THREE CASTLES"

MILD (Green label)
MEDIUM (Yellow label)
MAGNUMS (large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of
Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired
during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.
BRISTOL AND LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 19TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bank of China Eastern Agency, Limited	8,604	\$12/6	\$8	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$140, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$84, buyers
COAL MINES.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	Tls. 573.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 100	Tls. 100	Tls. 70.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 240.
Soy Chee Cotton Spinning Co., Limited				
DAIRY FARM COMPANY, LIMITED	40,000	\$74	\$8	\$193, sales
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, buyers
Hongkong and Wharves Co., Ltd.	50,000	\$50	all	\$51, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
ELWICK & CO., LIMITED	18,000	\$25	\$25	\$93, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$6, sales
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$20, buyers
Hongkong Ice Company, Limited	12,000	\$50	\$50	\$104, sellers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$135, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$1573, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$82.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sales
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$983, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$83, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sellers
MINE.				
Societe Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Ran Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$73, sellers
RAILWAYS.				
Peak Tramways Co., Limited	25,000	\$10	all	\$14, buyers
Philippine Co., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$157.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$14.
Strathmore Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	60, sol. L'don
Shall Transport & Trading Co., Limited	2,000 def.	\$1	\$1	\$1, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$5.
STONERS AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63.
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy,	\$10	\$4	\$113, sellers
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$300.
EVERESTS.				
Aliphan	50,000	\$10	\$10	\$74, buyers
China-Malaya	50	5/9.		
Balgownie	26	26/.		
Bata Tigre	100	100/.		
Bukit Kejang	63/6			
Castelfield, fully paid	120/.			
Chivert	21/3, prem.			
Eastern and International	114/6			
Highlands and Lowlands	6/9, prem.			
Kamunings	—			
Kuala Lumpur	—			
Labuan	—			
Leahurst	92/6.			
Lingling	54/.			
London Amalgam	12/9.			
London Ventures	6/9			
Merlemane	8/.			
Pegohs	32/.			
Sandayoffs	34/.			
Sapongs	27/.			
Shelfords	74/.			
Singapore and Johore	37/.			
Sumatra Farm	13/.			
Sungel-Kapars	121/6.			
United Serdangs	—			
LOANS.				
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.

VERNON & SMYTH, Share-Brokers.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

August 20th.

August 20th.

ON LONDON.—	
Telegraphic Transfer	1/9-1/2
Bank Bills, on demand	1/9-1/2
Bank Bills, at 30 days' sight	1/9-1/2
Bank Bills, at 4 months' sight	1/9-1/2
Credits, at 4 months' sight	1/9-1/2
Documentary Bills 4 months' sight ..	1/10
ON PARIS.—	
Bank Bills, on demand	226
Credits, at 4 months' sight	230
ON GERMANY.—	
On demand	183
ON NEW YORK.—	
Bank Bills, on demand	43
Credits, at 60 days' sight	44
ON BOMBAY.—	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON CALCUTTA.—	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON SHANGHAI.—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA.—On demand	
ON MANILA.—On demand—Pesos—	87 1/2
ON SINGAPORE.—On demand	
ON BATAVIA.—On demand	107 1/2
ON HAIPHONG.—On demand	
ON SAIGON.—On demand	2 1/2 p.m.
ON BANGKOK.—On demand	
SOVEREIGNS, Bank's Buying Rate ..	\$115
GOLD LEAF, 100 fine, per toad	\$38.40
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

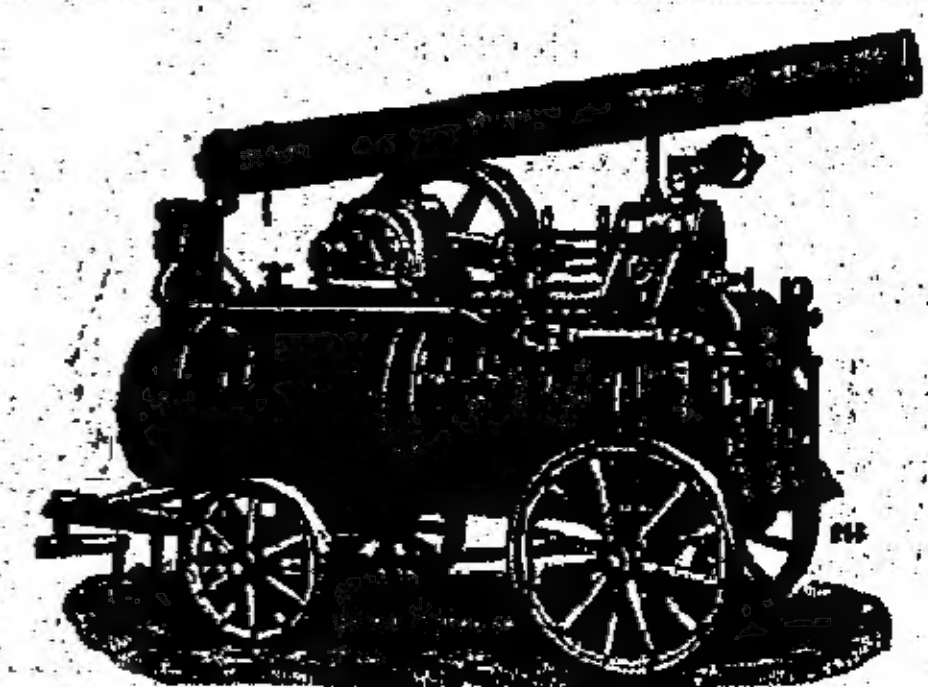
		per cent
Chinese	20 cents pieces	\$5.16 discount.
Chinese	10 "	\$5.10
Hongkong	20 "	\$5.05
Hongkong	10 "	\$5.98

R. WOLF, Magdeburg-Buckau.

Semi-portable and portable Engines for In-
dustrial and agricultural purposes, Steam
Engines, Boilers, etc.

The most economic safe and reliable steam
power of the present day.

From 12 to 600 H.P.



Numerous Government awards, State Prizes,
and Gold Medals.

Portable and semi-portable Engines up to
50 H.P. always in stock at Hongkong. or
Shanghai.

SIEMSEN & CO., Machinery Dept.

HONGKONG, SHANGHAI, HANKOW,
TIENTSIN & CANTON.
SOLE AGENTS FOR CHINA.

OPIUM.			
August 20th.			
Malwa New	41,870/1,920 per picul		
Malwa Old	41,930/1,960		
Malwa Older	41,970/2,000		
Malwa V. Old	42,010/2,050		
Persian fine quality	41,400/1,500		
Persian extra fine	42,000		
Patna New	41,735	per chest.	
Patna Old	41,735		
Bombay New	41,735		
Bombay Old	41,735		
HONGKONG METEOROLOGICAL REGISTER.			
Hongkong Observatory, August 21st			
Barometer	Therm. Day	Therm. Night	Therm. Sea
29.75	29.80	26.78	
Humidity	Wind Direction	Wind Force	Wind State
83	SW	SW	SW
78	SW	SW	SW
1	0	0	0
0	0	0	0
0.08			
ON SALE.			
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1910. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 30th June, 1910.			

Printed and Published by ALFRED NORMAN KEMP for the Proprietor at 104, Des Vues
Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.4.